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Public Documents of Massachusetts:

BEING THE

ANNUAL REPORTS

OF VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1875.

PUBLISHED BY THE SECRETARY OF THE COMMONWEALTH,
UNDER AUTHORITY OF CHAPTER IV. OF THE GENERAL STATUTES.

Vol. IV.—Nos. 18 to 29.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK-STREET (CORNER OF FEDERAL).

1876.

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TWENTY-NINTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE REFORM SCHOOL:

TOGETHER WITH THE

ANNUAL REPORTS OF THE RESIDENT OFFICERS.

OCTOBER, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).
1876.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor and the Honorable Council of the State of Massachusetts.

The Trustees of the State Reform School at Westborough present herewith their Twenty-ninth Annual Report for the year ending September 30, 1875.

It gives us great pleasure to be able to state that the enlargement of the institution, which we have so earnestly sought for the last three years, was provided for by the last legislature, and the building is now in process of erection.

Plans and estimates were presented by Messrs. Cutting and Holman of Worcester; and these plans, after careful study by the Trustees, were submitted to a committee of the council, and, meeting with their approval, the work was entered upon in August.

The work is being done by divided contract, proposals being invited for the different parts,—as the brick-work, the lumber, the stone and the iron,—and very satisfactory contracts with responsible parties have been made.

Quite a large number of the inmates have been detailed for this outside work,—some for excavating for the foundations, some for assistants to the masons, others to help in the moving of the Garden House; and thus, while doing, several of them, a man's work, they have had a taste of real life, and have learned, and are still learning, some things which will be of great service to them when they go out into the world.

The removal of the Garden House was necessary because it stood upon ground to be occupied by the enlargement, and could not readily be made a part of it.

When this building is completed, it will give us the opportunity to classify the inmates according to character, as we find that character when they enter the institution, and as we find it developing under the influences brought to bear upon them here, and thus enable us to separate the worse from the better class of boys. It will also furnish an opportunity to teach the boys some useful trades, and thus both help to their reformation here, and give them the means of a livelihood when discharged, and so lessen the chances that they will be found in some penal institution.

The institution is so full—present number, 355—that, beside the three schools in the Trust-Houses, an additional school is found necessary, giving in all eight schools, each under the care of a separate teacher. These schools are doing well, and the progress in learning is commendable.

For further particulars, details and specifications, we respectfully refer to the reports of the various officers herewith presented, and we will only add that in our judgment the institution is exceedingly well manned, and is doing an excellent work.

Respectfully submitted,

ELI A. HUBBARD.
STEPHEN G. DEBLOIS.
MOSES H. SARGENT.
EDWIN B. HARVEY.
WM. H. BALDWIN.
JOHN L. CUMMINGS.

WESTBOROUGH, October 7, 1875.

TREASURER'S REPORT.

To His Excellency WILLIAM GASTON, *Governor, and the Honorable Executive Council.*

The Treasurer of the State Reform School at Westborough submits the following Annual Report for the year ending September 30, 1875.

RECEIPTS.

1874—November: Received of State Treasurer,					. \$2,434 65
December,	"	"	"		. 3,318 70
1875—January,	"	"	"		. 6,658 32
March,	"	"	"		. 1,985 65
April,	"	"	"		. 6,849 97
May,	"	"	"		. 3,960 72
July,	"	"	"		. 9,557 98
September,	"	"	"		. 3,524 48
October,	"	"	"		. 15,622 82
					\$53,913 29

Collections of cities and towns,—

1874—November,	.	.	.	.	.	.	. \$1,058 72
December,	.	.	.	.	.	.	. 708 07
1875—January,	.	.	.	.	.	.	. 487 74
February,	.	.	.	.	.	.	. 973 35
March,	.	.	.	.	.	.	. 704 72
April,	.	.	.	.	.	.	. 330 55
May,	.	.	.	.	.	.	. 1,722 39
June,	.	.	.	.	.	.	. 19 50
July,	.	.	.	.	.	.	. 344 92
August,	.	.	.	.	.	.	. 895 33
September,	.	.	.	.	.	.	. 288 26
							7,538 55

Received for sales, and labor of boys,—

1874—December,	.	.	.	.	.	.	. \$230 00
1875—January,	.	.	.	.	.	.	. 1,373 38
							\$1,603 38
<i>Amounts carried forward,</i>	.	.	.	.	.	.	\$61,446 84

<i>Amounts brought forward,</i>	.	.	.	.	.	.	.	\$1,603 38	\$61,446 84
1875—February,	.	.	.	.	.	.	.	294 33	
March,	.	.	.	.	.	.	.	2,060 59	
April,	.	.	.	.	.	.	.	1,156 78	
May,	.	.	.	.	.	.	.	1,000 00	
June,	.	.	.	.	.	.	.	1,795 61	
July,	.	.	.	.	.	.	.	999 36	
August and September,	.	.	.	.	.	.	.	3,091 64	
								<hr/>	12,001 69
									<hr/>
									\$73,448 53

EXPENDITURES.

1874—November:	Paid bills audited on Sched. No. 1,	\$2,434 65	
December,	" " " No. 2,	3,318 70	
1875—January,	" " " No. 3,	6,658 32	
March,	" " " No. 4,	1,985 65	
April,	" " " No. 5,	6,849 97	
May,	" " " No. 6,	3,960 72	
July,	" " " No. 7,	9,557 98	
September,	" " " No. 8,	3,524 48	
"	" " " No. 9,	15,622 82	
			<hr/>
			\$53,913 29

Paid State Treasurer for collections from cities and towns
for support of boys,—

1874—December,	.	.	.	.	.	.	.	\$1,058 72	
1875—January,	.	.	.	.	.	.	.	708 87	
February,	.	.	.	.	.	.	.	487 74	
March,	.	.	.	.	.	.	.	973 35	
April,	.	.	.	.	.	.	.	704 72	
May,	.	.	.	.	.	.	.	330 55	
June,	.	.	.	.	.	.	.	1,722 39	
July,	.	.	.	.	.	.	.	19 50	
August,	.	.	.	.	.	.	.	344 92	
September,	.	.	.	.	.	.	.	895 33	
October,	.	.	.	.	.	.	.	288 26	
								<hr/>	7,533 55

Paid State Treasurer for collections for sales of produce
and labor of boys,—

1875—January,	.	.	.	.	.	.	.	\$230 00	
March,	.	.	.	.	.	.	.	1,373 38	
April,	.	.	.	.	.	.	.	294 33	
May,	.	.	.	.	.	.	.	2,060 59	
June,	.	.	.	.	.	.	.	1,156 78	
July,	.	.	.	.	.	.	.	1,000 00	
								<hr/>	
<i>Amounts carried forward,</i>	.	.	.	.	.	.	.	\$6,115 08	\$61,446 84

<i>Amounts brought forward,</i>	.	.	.	.	.	.	.	\$6,115 08	\$61,446 84
1875—August,	.	.	.	.	.	.	.	1,795 61	
September,	.	.	.	.	.	.	.	999 36	
October,	.	.	.	.	.	.	.	3,091 64	
								<hr/> 12,001 69	
									<hr/> \$73,448 53

Of the above expenditures, \$143.95 were paid from the special appropriation of 1873, for repairs, etc.

S. M. GRIGGS, *Treasurer.*

Examined and approved. E. B. HARVEY, *Auditor for Trustees.*

SEPTEMBER 30, 1875.

STATEMENT OF ARTICLES PURCHASED.

PROVISIONS AND GROCERIES.

25,946 pounds beef,	\$2,490 54
2,295 " mutton,	299 11
1,065½ " poultry,	170 82
Butchering,	52 75
96 pounds tripe,	10 35
17 " suet,	1 19
7,457¾ " fresh fish,	431 53
½ barrel salt fish,	6 07
2,349 pounds dried fish,	100 59
1,345½ " lard,	197 50
1,444½ " butter,	494 51
351 " cheese,	55 13
50 dozen eggs,	16 76
62 sacks coarse salt,	74 60
46 boxes table salt,	10 90
794 barrels flour,	5,484 58
37 bags Indian meal,	66 40
6 " rye meal,	13 76
345 quarts hulled corn,	27 60
145 pounds oatmeal,	8 38
135¾ bushels beans,	248 45
6½ barrels pease,	48 45
2,812 pounds coffee,	347 53
106 " tea,	58 30
2,389 " granulated sugar,	258 75
2,354 " brown sugar,	228 59
17 hogsheads molasses,	957 54
105 pounds cocoa shells,	6 30
22½ barrels crackers,	80 25
136 pounds hops,	57 50
4 bushels malt,	10 35
5½ dozen yeast powder,	12 54
3 " yeast cakes,	1 95
50 pounds cream tartar,	22 50
50½ " pepper,	12 70
100 " cassia,	35 75
3¼ " nutmegs,	5 05
75 " ginger,	13 00
25 " ground cloves,	12 00
<i>Amount carried forward,</i>	<i>\$12,365 57</i>

<i>Amount brought forward,</i>	.	.	.	.	.	\$12,365 57
24 pounds mustard,	.	.	.	.	.	8 00
18 boxes sweet herbs,	.	.	.	.	.	1 35
24 bunches celery,	.	.	.	.	.	4 82
9 bottles extracts and essences,	.	.	.	.	.	2 50
214 pounds raisins,	.	.	.	.	.	27 79
20 " dried apples,	.	.	.	.	.	2 30
2 quarts cranberries,	.	.	.	.	.	24
25 pounds nuts,	.	.	.	.	.	4 70
245 " rice,	.	.	.	.	.	18 03
25 " currants,	.	.	.	.	.	2 05
1 box lemons,	.	.	.	.	.	8 43
$\frac{1}{2}$ dozen oranges,	.	.	.	.	.	15
1 " gelatine,	.	.	.	.	.	2 00
7 " stove polish,	.	.	.	.	.	8 63
448 pounds sal-soda,	.	.	.	.	.	12 45
112 " bicarbonate of soda,	.	.	.	.	.	7 28
1,244 " potash,	.	.	.	.	.	99 39
2,050 " soap,	.	.	.	.	.	123 75
88 " castile soap,	.	.	.	.	.	8 80
Filling ice-house,	.	.	.	.	.	62 00
1 $\frac{1}{2}$ gross matches,	.	.	.	.	.	3 54
1 box bristol brick,	.	.	.	.	.	1 10
Sundries,	.	.	.	.	.	58
						<hr/> \$12,765 45

IMPROVEMENTS AND REPAIRS.

9,104 feet lumber,	.	.	.	.	.	\$295 17
Building material,	.	.	.	.	.	26 09
Roofing material,	.	.	.	.	.	40 93
Lime, cement and sand,	.	.	.	.	.	10 32
Nails, screws and bolts,	.	.	.	.	.	110 69
Stay-bolts,	.	.	.	.	.	26 30
Hardware,	.	.	.	.	.	18 85
Pipe and fittings,	.	.	.	.	.	96 18
Locks and keys,	.	.	.	.	.	25 50
Sawing and planing,	.	.	.	.	.	69 60
Plank and sawing,	.	.	.	.	.	31 05
378 pounds lead-pipe,	.	.	.	.	.	37 80
Hinges,	.	.	.	.	.	26 49
Copper kettle,	.	.	.	.	.	44 99
Castings,	.	.	.	.	.	34 40
15 pounds copper,	.	.	.	.	.	10 26
90 days' labor of painters,	.	.	.	.	.	225 00
13 days' labor of masons,	.	.	.	.	.	48 75
6 days' labor of plumbers and tinsmiths,	.	.	.	.	.	26 67
Labor of blacksmith,	.	.	.	.	.	21 73
Labor of paper-hanger,	.	.	.	.	.	2 16
<i>Amount carried forward,</i>	.	.	.	.	.	<hr/>\$1,228 88

<i>Amount brought forward,</i>	.	.	.	.	.	\$1,228 88
Paints and oils,	.	.	.	.	.	377 78
8½ boxes window-glass,	.	.	.	.	.	47 70
Paint-brushes and tools,	.	.	.	.	.	1 48
8 pounds sash cord,	.	.	.	.	.	3 08
Blind trimmings,	.	.	.	.	.	1 80
Hooks and staples,	.	.	.	.	.	5 68
27 pounds solder,	.	.	.	.	.	9 00
Tin,	.	.	.	.	.	2 36
Stop-cocks and faucets,	.	.	.	.	.	9 75
1 dozen whitewash brushes,	.	.	.	.	.	30 00
31 pounds zinc,	.	.	.	.	.	4 65
60 " door track,	.	.	.	.	.	6 08
2 pairs door rolls,	.	.	.	.	.	1 70
Gutters and conductors,	.	.	.	.	.	48 83
Galvanized iron,	.	.	.	.	.	25
5 pounds glue,	.	.	.	.	.	1 50
Chandelier fixtures,	.	.	.	.	.	9 00
Wire,	.	.	.	.	.	94
1 belt-punch,	.	.	.	.	.	2 00
243 rolls wall-paper,	.	.	.	.	.	65 61
6 rolls border,	.	.	.	.	.	10 78
1½ pounds rope,	.	.	.	.	.	27
Setting four fender-stones,	.	.	.	.	.	27 00
29 cedar posts,	.	.	.	.	.	7 25
Inspection of boilers,	.	.	.	.	.	24 10
Water-barrel and water-couplings,	.	.	.	.	.	7 00
Tube-scraper,	.	.	.	.	.	3 00
Repairing force-pumps,	.	.	.	.	.	7 10
						<hr/>
						\$1,944 52

FUEL AND LIGHTS.

614½ tons coal,	.	.	.	.	.	\$5,287 98
Cutting wood,	.	.	.	.	.	34 50
46 barrels gasoline,	.	.	.	.	.	495 66
40 gallons lard oil,	.	.	.	.	.	45 50
5 barrels kerosene,	.	.	.	.	.	34 48
						<hr/>
						\$5,898 12

CHAIR-SHOP.

12 dozen knives,	.	.	.	.	.	\$21 00
Bench screws,	.	.	.	.	.	82 06
Repairing chair-needles,	.	.	.	.	.	35
						<hr/>
						\$108 41

FARM AND GARDEN.

Repairing carts and carriages,	.	.	.	.	.	\$246 81
Agricultural implements,	.	.	.	.	.	85 28
						<hr/>
<i>Amount carried forward,</i>	.	.	.	.	.	\$332 09

<i>Amount brought forward,</i>	.	.	.	.	.	\$332 09
Pair of horses,	.	.	.	.	.	500 00
Harnesses,	.	.	.	.	.	50 00
Wagon,	.	.	.	.	.	90 00
Repairing harnesses,	.	.	.	.	.	104 68
Repairing farming implements,	.	.	.	.	.	58 47
Yoke of oxen,	.	.	.	.	.	175 00
6 cows,	.	.	.	.	.	272 50
Shoeing,	.	.	.	.	.	139 15
556 bags meal,	.	.	.	.	.	1,028 30
89 " corn,	.	.	.	.	.	169 89
141 " oats,	.	.	.	.	.	338 86
10½ tons shorts, middlings, bran and feed,	.	.	.	.	.	381 84
Seeds,	.	.	.	.	.	56 68
10 bags,	.	.	.	.	.	4 60
100 seed pockets,	.	.	.	.	.	25
5,000 strawberry plants,	.	.	.	.	.	50 00
Fertilizers,	.	.	.	.	.	31 58
1 hog,	.	.	.	.	.	25 00
Pasturing cattle,	.	.	.	.	.	11 40
Whips, curry-combs and brushes,	.	.	.	.	.	15 75
Blacksmithing,	.	.	.	.	.	7 23
2 hens,	.	.	.	.	.	1 25
						<hr/> \$3,839 52

CLOTHING.

2,121½ yards cotton kerseys,	.	.	.	.	.	\$1,381 14
1,000½ " cassimere,	.	.	.	.	.	739 63
2,835½ " flannel,	.	.	.	.	.	613 83
262 pounds woollen yarn,	.	.	.	.	.	288 84
92 dozen handkerchiefs,	.	.	.	.	.	186 75
Knitting 447 pairs socks,	.	.	.	.	.	147 51
989½ yards denims,	.	.	.	.	.	125 69
118½ dozen spool thread,	.	.	.	.	.	120 04
431½ yards jeans,	.	.	.	.	.	115 12
854½ " striped shirting,	.	.	.	.	.	113 56
1 knitting-machine,	.	.	.	.	.	75 00
58 pounds skein thread,	.	.	.	.	.	64 38
16½ gross jacket buttons,	.	.	.	.	.	55 37
26 great gross pant buttons,	.	.	.	.	.	47 70
5 gross lasting buttons,	.	.	.	.	.	3 25
2½ great gross agate buttons,	.	.	.	.	.	2 28
308½ yards crash,	.	.	.	.	.	30 39
11 pairs men's boots,	.	.	.	.	.	30 25
150 yards canvas,	.	.	.	.	.	21 00
8½ gross cap braid,	.	.	.	.	.	21 14
15 dozen boys' cotton hose,	.	.	.	.	.	15 95
						<hr/>
<i>Amount carried forward,</i>	.	.	.	.	.	\$4,198 82

<i>Amount brought forward,</i>	.	.	.	.	.	\$4,198 82
8½ thousand needles,	.	.	.	.	.	14 65
5¼ gross thimbles,	.	.	.	.	.	7 42
1 dozen pair scissors,	.	.	.	.	.	10 50
263½ yards cottonade,	.	.	.	.	.	65 88
48 " linen damask,	.	.	.	.	.	18 00
10 dozen straw hats,	.	.	.	.	.	12 50
500 paper collars,	.	.	.	.	.	5 00
82½ yards drilling,	.	.	.	.	.	9 08
6 pieces garter webbing,	.	.	.	.	.	5 40
5 " napkins,	.	.	.	.	.	6 85
Red tarleton,	.	.	.	.	.	1 20
1½ bales batting,	.	.	.	.	.	3 45
1 piece binding,	.	.	.	.	.	70
22¼ yards cotton cloth,	.	.	.	.	.	1 40
89½ " cambric,	.	.	.	.	.	5 82
Cutting patterns,	.	.	.	.	.	2 00
2 pairs socks,	.	.	.	.	.	1 15
1 pair shoes,	.	.	.	.	.	1 75
16 papers pins,	.	.	.	.	.	1 90
6 dozen wax,	.	.	.	.	.	2 10
2 " white tape,	.	.	.	.	.	90
1 ball piping-cord,	.	.	.	.	.	95
2 balls tidy cotton,	.	.	.	.	.	20
Machine repairs,	.	.	.	.	.	1 45
						<hr/>
						\$4,379 07

SCHOOL BOOKS.

36 dozen writing-books,	.	.	.	.	.	\$36 60
28 " slates,	.	.	.	.	.	24 94
School books,	.	.	.	.	.	395 56
						<hr/>
						\$457 10

SHOE-SHOP.

1,221 pounds sole leather,	.	.	.	.	.	\$443 44
264 feet upper leather,	.	.	.	.	.	63 86
23½ pounds splits,	.	.	.	.	.	8 93
21 bundles shoe-laces,	.	.	.	.	.	16 80
1 can stuffing,	.	.	.	.	.	2 50
Shoe findings,	.	.	.	.	.	14 11
						<hr/>
						\$549 64

BEDDING.

75 yards blue damask,	.	.	.	.	.	\$52 91
415 pairs blankets,	.	.	.	.	.	941 50
2,764½ yards sheeting,	.	.	.	.	.	293 25
325 " furniture check,	.	.	.	.	.	57 01
12 quilts,	.	.	.	.	.	20 40
						<hr/>
						\$1,365 07

FURNITURE.

Stoves and stove furniture,	\$351 20
185 yards woollen carpets,	218 61
57½ " carpets,	133 20
70½ " oilcloth,	116 83
63½ " cocoa matting,	50 68
Crockery and glassware,	148 65
Brooms, mops and brushes,	72 00
43 bread-trays,	49 90
Mats, rugs, etc.,	16 61
Carpet lining,	17 10
Knives, forks and spoons,	18 28
Tubs, pails and woodenware,	11 62
Tin and earthen ware,	16 52
Repairing furniture,	18 00
Lamps, chimneys, etc.,	6 38
8 baskets,	1 83
7 table-covers,	6 14
19 chair pedestals,	18 50
1 dozen feather-dusters,	30 29
23 yards picture-cord,	1 79
Curtains and fixtures,	6 63
2 mirrors,	2 87
1 spring bed,	5 00
10 papers carpet tacks,	1 00
1 gong-bell,	50
2 corn-poppers,	1 00
Repairing spring balances,	1 75
Carpet thread,	1 00
336½ yards crash,	49 43
	<hr/>
	\$1,378 31

MISCELLANEOUS.

Telegraphing,	\$46 20
Postage,	89 05
Expressing,	83 45
Freighting,	115 80
Stationery,	96 39
Trustees' expenses,	146 26
Commutation tickets,	153 00
Conveying Sabbath-school teachers,	100 00
Carriage hire,	92 50
Returning boys who had eloped,	46 61
Transportation of boys to their places,	33 76
Returning boys from their places,	56 55
Travelling expenses,	183 34
Chaplain's services,	453 00
	<hr/>
<i>Amount carried forward,</i>	<i>\$1,695 91</i>

<i>Amount brought forward,</i>	.	.	.	.	.	\$1,695 91
Salaries and wages,	.	.	.	.	.	18,451 09
Labor,	.	.	.	.	.	31 62
Papers and periodicals,	.	.	.	.	.	294 91
Confectionery,	.	.	.	.	.	31 00
Torpedoes,	.	.	.	.	.	13 50
Music books,	.	.	.	.	.	11 05
Printing,	.	.	.	.	.	71 80
Hospital stores,	.	.	.	.	.	81 60
Disinfectants,	.	.	.	.	.	59 10
Vermin exterminator,	.	.	.	.	.	6 75
Tuning pianos,	.	.	.	.	.	3 75
Mail bag,	.	.	.	.	.	7 25
Shipping tags,	.	.	.	.	.	4 25
Polishing powder,	.	.	.	.	.	63
9 $\frac{1}{2}$ gross combs,	.	.	.	.	.	55 75
Indelible ink,	.	.	.	.	.	8 75
Pair of oars,	.	.	.	.	.	1 40
Copy of General Statutes,	.	.	.	.	.	4 00
Serving writ,	.	.	.	.	.	6 12
Locating well,	.	.	.	.	.	4 00
Fire-extinguisher charges,	.	.	.	.	.	4 50
8,700 old papers,	.	.	.	.	.	71 10
Paper, twine, etc.,	.	.	.	.	.	2 60
Repairing clocks,	.	.	.	.	.	13 40
Spring balance,	.	.	.	.	.	4 50
1 quart machine oil,	.	.	.	.	.	75
50 machine-needles,	.	.	.	.	.	1 50
Repairing drum,	.	.	.	.	.	6 00
17 days' appraisal,	.	.	.	.	.	70 00
2 coffins,	.	.	.	.	.	28 50
5 headstones,	.	.	.	.	.	22 50
1 dozen thermometers,	.	.	.	.	.	2 50
10 barrels house sand,	.	.	.	.	.	17 50
Sundries,	.	.	.	.	.	4 55
						<hr/> \$21,094 13

The following amounts were paid from the special appropriation (\$7,500) of 1873:—

IMPROVEMENTS AND REPAIRS.

35 days' labor painting,	.	.	.	.	.	\$89 95
18 " carpentering,	.	.	.	.	.	54 00
						<hr/> \$143 95

SUMMARY.

Provisions and groceries,	.	.	.	.	.	\$12,765 45
Improvements and repairs,	.	.	.	.	.	1,944 52
						<hr/>
<i>Amount carried forward,</i>	.	.	.	.	.	\$14,709 97

STATEMENT

Of Moneys received from Cities and Towns for Partial Support of Boys to September 30, 1875.

Acton,	\$19 50	Lynn,	\$402 10
Adams,	52 00	Marblehead,	96 42
Amesbury,	21 50	Marlborough,	66 00
Arlington,	11 92	Medford,	39 00
Ashland,	22 50	Medway,	36 14
Bellingham,	19 50	Methuen,	32 50
Boston,	1,347 76	Milford,	145 27
Brockton,	6 50	Milton,	14 50
Brookline,	104 00	Montague,	28 00
Cambridge,	323 36	Natick,	1 50
Chatham,	60 92	New Bedford,	144 92
Chelsea,	140 56	Newburyport,	280 71
Chester,	19 50	Newton,	29 85
Chicopee,	7 64	North Bridgewater,	19 50
Clinton,	53 07	North Brookfield,	45 50
Danvers,	23 92	Northfield,	19 50
Dedham,	26 00	Northampton,	13 00
Fairhaven,	13 00	Norton,	13 00
Fall River,	529 26	Oxford,	16 99
Fitchburg,	86 64	Peabody,	91 99
Framingham,	36 00	Pittsfield,	151 56
Franklin,	30 64	Plymouth,	24 35
Gardner,	26 00	Quincy,	38 78
Gloucester,	121 50	Randolph,	23 00
Groton,	26 00	Reading,	26 00
Hadley,	13 00	Salem,	114 91
Harwich,	15 00	Sheffield,	52 00
Haverhill,	64 63	Somerset,	13 00
Hinsdale,	26 00	Somerville,	50 34
Holyoke,	227 99	Spencer,	20 21
Hopkinton,	63 49	Springfield,	199 13
Hubbardston,	52 00	Stockbridge,	46 20
Huntington,	20 57	Stoneham,	19 71
Lancaster,	34 07	Stoughton,	7 21
Lawrence,	288 91	Taunton,	53 28
Lee,	49 64	Templeton,	22 21
Leominster,	6 00	Townsend,	13 00
Lowell,	158 41	Tyringham,	12 00

Waltham,	.	.	.	\$113 49	West Springfield,	.	.	\$45 50
Watertown,	.	.	.	26 00	West Stockbridge,	.	.	2 50
Ware,	.	.	.	18 42	Woburn,	.	.	50 06
Warren,	.	.	.	71	Worcester,	.	.	631 48
Webster,	.	.	.	13 71				
Westborough,	.	.	.	26 00				<hr/> \$7,533 55
Westfield,	.	.	.	3 50				

S. M. GRIGGS, *Treasurer.*

WESTBOROUGH, September 30, 1875.

SUPERINTENDENT'S REPORT.

To the Trustees of the State Reform School.

GENTLEMEN :—I have the honor respectfully to submit for your consideration the following, as the Annual Report of the Superintendent, for the year ending September 30, 1875 :—

TABLE NO. 1.

Showing the Number Received and Discharged, and General Condition of the School, for the year ending September 30, 1875.

Boys in School September 30, 1874,	316
Received—Since committed,	124
Returned by Visiting Agent,	4
Returned voluntarily,	10
Returned by master,	6
Returned by officer,	8
Returned by parents,	2
Returned by officers of the institution,	14
Received from Monson Primary School by transfer,	4
Recommitted,	6
	178
Whole number in school during the year,	494
Discharged—To enter navy,	3
On probation,	66
On trial,	45
By elopement (7 of whom have been returned),	16
Sentenced to House of Correction, Worcester,	1
Transferred to State Workhouse at Bridgewater,	3
Indentured,	5
Died,	2
	141
Remaining in school September 30, 1875,	353

TABLE NO. 2.

Showing the Admissions, Number Discharged, and Average Number for each Month.

MONTHS.						Admitted.	Discharged.	Average Number.
1874.								
October,	.	.	.	.	.	19	15	319.09
November,	.	.	.	.	.	7	6	320.53
December,	.	.	.	.	.	13	1	328.93
1875.								
January,	.	.	.	.	.	12	9	334.64
February,	.	.	.	.	.	7	6	337.25
March,	.	.	.	.	.	7	5	337.19
April,	.	.	.	.	.	13	22	336.46
May,	.	.	.	.	.	21	19	328.35
June,	.	.	.	.	.	24	6	346.06
July,	.	.	.	.	.	16	33	340.03
August,	.	.	.	.	.	17	8	335.32
September,	.	.	.	.	.	22	11	349.70
						178	141	334.46

TABLE NO. 3.

Showing the Commitments from the several Counties the past year, and previously.

COUNTIES.						Past year.	Previously.	Totals.
Barnstable,	.	.	.	.	.	—	31	31
Berkshire,	.	.	.	.	.	1	179	180
Bristol,	.	.	.	.	.	5	364	369
Dukes,	.	.	.	.	.	—	5	5
Essex,	.	.	.	.	.	37	721	758
Franklin,	.	.	.	.	.	—	41	41
Hampden,	.	.	.	.	.	9	233	242
Hampshire,	.	.	.	.	.	1	60	61
Middlesex,	.	.	.	.	.	26	754	780
Nantucket,	.	.	.	.	.	—	16	16
Norfolk,	.	.	.	.	.	1	895	896
Plymouth,	.	.	.	.	.	1	68	69
Suffolk,	.	.	.	.	.	30	960	990
Worcester,	.	.	.	.	.	13	464	477
						124	4,791	4,915

TABLE No. 4.

Showing the Disposal of those Discharged the past year, and pr

DISPOSAL.	Past year.	Previously.
Sent to Eye Infirmary,	—	1
Discharged by Board of Trustees,	—	635
Discharged by expiration of sentence,	—	324
Remanded to alternative sentence,	—	134
Returned to masters,	—	21
Discharged by order of court,	—	11
Committed to State Lunatic Hospital at Worcester,	—	3
Discharged to be tried for burning the institution,	—	7
Discharged to be tried for assaulting an officer of the institution,	1	1
Discharged to enter navy,	3	—
Pardoned by the executive,	—	6
Delivered to Overseers of Poor of Haverhill (an unfit subject),	—	1
Delivered to Overseers of Poor of Lawrence (an unfit subject),	—	1
Sentenced to House of Correction at Worcester (incendiary attempt),	—	1
Released on probation to relatives,	66	895
Transferred to Nautical School,	—	185
Transferred to Bridgewater State Workhouse,	3	5
Transferred by executive to Monson Primary School,	—	30
Eloped (7 of whom have been returned),	16	198
Permitted to go home, and did not return,	—	1
Delivered to State Visiting Agent,	—	1
On trial to farmers and other persons,	45	405
To seek employment,	—	8
Died,	2	67
Indentured to Barbers,	—	25
Blacksmiths,	—	20
Boiler-makers,	—	2
Bookbinders,	—	2
Brass Founders,	—	2
Brick-maker,	—	1
Broom-maker,	—	1
Butchers,	—	7
Cabinet-makers,	—	12
Calico Printers,	—	2
Carpenters,	—	11
Caterer,	—	1
Cigar-maker,	—	1
Clergyman,	—	1
Clerks,	—	14
Comb-makers,	—	5
Coopers,	—	10
Cotton Manufacturers,	—	10
Daguerreotypist,	—	1

TABLE No. 4—Continued.

DISPOSAL.	Past year.	Previously.	Totals.
Indentured to Engineer,	—	1	1
Engraver,	—	1	1
Farmers and Gardeners,	5	948	953
Farmers and Shoemakers,	—	90	90
File-makers,	—	2	2
Fresco-cleaner,	—	1	1
Glass-blower,	—	1	1
Gun and Lock Smith,	—	1	1
Harness-makers,	—	6	6
Hotel Keeper,	—	1	1
Japanner,	—	1	1
Jewellers,	—	3	3
Lumber Dealer,	—	1	1
Machine Card-maker,	—	1	1
Machinists,	—	22	22
Mahogany Chair-makers,	—	2	2
Marble-workers,	—	4	4
Masons,	—	21	21
Merchants,	—	8	8
Millers,	—	3	3
Moulders,	—	7	7
Mule-spinner,	—	1	1
Nail-cutter,	—	1	1
Pail-maker,	—	1	1
Painters,	—	21	21
Paper-hangers,	—	2	2
Pianoforte-maker,	—	1	1
Plumbers,	—	3	3
Pocket-book Maker,	—	1	1
Printers,	—	7	7
Prussian-blue Manufacturer,	—	1	1
Pump and Block Maker,	—	1	1
Reed and Harness Maker,	—	1	1
Rigger,	—	1	1
Rope-makers,	—	2	2
Sail-makers,	—	4	4
Saw-maker,	—	1	1
School, etc., attend,	—	188	188
Sea Captains,	—	15	15
Ship Carpenters and Boat Builders,	—	6	6
Shoe Tool-makers,	—	3	3
Silver-platers,	—	7	7
Sleigh-maker,	—	1	1
Soap and Candle Maker,	—	1	1
Spool-maker,	—	1	1
Stone-cutters,	—	7	7
Shoemaking,	—	532	532
Stereotyping,	—	9	9
Tack-makers,	—	2	2
Tailors,	—	2	2
Tanners and Curriers,	—	19	19
Teamsters,	—	3	3

TABLE No. 4—Concluded.

DISPOSAL.	Past year.	Previously.	Totals.
Indentured to Tin and Copper Smiths,	—	6	6
Trunk-makers,	—	4	4
Upholsterer,	—	1	1
Veneer Sawyer,	—	1	1
Wheelwrights,	—	14	14
Wire-worker,	—	1	1
Wood Turners,	—	2	2
Woollen Weavers,	—	3	3
Totals,	141	5,069	5,210

TABLE No. 5.

Showing the Length of Time the Boys have been in the Institution, who left the past year, and since November 30, 1853.

TIME.	Past year.	Previously.	Totals.
In school less than one month,	—	4	4
1 month,	—	26	26
2 months,	—	51	51
3 "	—	42	42
4 "	—	46	46
5 "	2	49	51
6 "	1	69	70
7 "	—	68	68
8 "	2	83	85
9 "	2	102	104
10 "	—	219	219
11 "	1	115	116
12 "	—	122	122
13 "	3	99	102
14 "	3	101	104
15 "	1	106	107
16 "	5	144	149
17 "	8	102	110
18 "	2	98	100
19 "	—	97	97
20 "	3	110	113
21 "	10	94	104
22 "	4	178	182
23 "	2	106	108
24 "	6	178	184
25 "	2	106	108
26 "	3	91	94
27 "	5	75	80
28 "	—	65	65

TABLE No. 5—Continued.

T I M E.						Past year.	Previously.	Totals.
In school 29 months,	.	.	.	.	.	1	63	64
30 "	.	.	.	.	.	4	104	108
31 "	.	.	.	.	.	6	60	66
32 "	.	.	.	.	.	3	72	75
33 "	.	.	.	.	.	5	61	66
34 "	.	.	.	.	.	2	107	109
35 "	.	.	.	.	.	—	58	58
36 "	.	.	.	.	.	1	119	120
37 "	.	.	.	.	.	1	54	55
38 "	.	.	.	.	.	1	53	54
39 "	.	.	.	.	.	1	30	31
40 "	.	.	.	.	.	—	46	46
41 "	.	.	.	.	.	2	53	55
42 "	.	.	.	.	.	1	43	44
43 "	.	.	.	.	.	1	32	33
44 "	.	.	.	.	.	2	40	42
45 "	.	.	.	.	.	1	37	38
46 "	.	.	.	.	.	—	49	49
47 "	.	.	.	.	.	—	38	38
48 "	.	.	.	.	.	6	52	58
49 "	.	.	.	.	.	1	36	37
50 "	.	.	.	.	.	3	19	22
51 "	.	.	.	.	.	—	27	27
52 "	.	.	.	.	.	—	23	23
53 "	.	.	.	.	.	1	27	28
54 "	.	.	.	.	.	2	19	21
55 "	.	.	.	.	.	—	16	16
56 "	.	.	.	.	.	3	29	32
57 "	.	.	.	.	.	1	25	26
58 "	.	.	.	.	.	2	21	23
59 "	.	.	.	.	.	—	25	25
60 "	.	.	.	.	.	—	15	15
61 "	.	.	.	.	.	—	12	12
62 "	.	.	.	.	.	2	17	19
63 "	.	.	.	.	.	—	12	12
64 "	.	.	.	.	.	—	16	16
65 "	.	.	.	.	.	—	12	12
66 "	.	.	.	.	.	—	10	10
67 "	.	.	.	.	.	—	5	5
68 "	.	.	.	.	.	1	9	10
69 "	.	.	.	.	.	—	12	12
70 "	.	.	.	.	.	—	7	7
71 "	.	.	.	.	.	—	10	10
72 "	.	.	.	.	.	1	12	13
73 "	.	.	.	.	.	2	7	9
74 "	.	.	.	.	.	1	3	4
75 "	.	.	.	.	.	—	4	4
76 "	.	.	.	.	.	—	6	6
77 "	.	.	.	.	.	—	3	3
78 "	.	.	.	.	.	—	5	5
79 "	.	.	.	.	.	—	7	7
80 "	.	.	.	.	.	—	6	6
81 "	.	.	.	.	.	—	4	4

TABLE No. 7.

Showing the Nativity of those Committed the past year, and previously.

NATIVITY.	Past year.	Previously.	Totals.
Canada,	4	38	42
England,	4	82	84
France,	—	1	1
Germany,	—	5	5
Ireland,	9	424	433
Italy,	—	4	4
Mexico,	—	1	1
New Brunswick,	1	65	66
Newfoundland,	—	5	5
Nova Scotia,	4	41	45
Prince Edward Island,	—	1	1
Portugal,	1	—	1
Scotland,	—	14	14
Wales,	2	—	2
West Indies,	—	2	2
Total Foreign,	25	683	708
Connecticut,	1	68	69
District of Columbia,	—	6	6
California,	—	3	3
Georgia,	—	3	3
Illinois,	—	9	9
Kentucky,	—	2	2
Louisiana,	1	7	8
Maine,	5	124	129
Massachusetts,	81	2,922	3,003
Michigan,	—	2	2
Minnesota,	1	—	1
Missouri,	—	1	1
New Hampshire,	2	106	108
New Jersey,	—	13	13
New York,	6	157	161
North Carolina,	1	1	2
Ohio,	—	1	1
Pennsylvania,	—	18	18
Rhode Island,	—	48	48
South Carolina,	—	2	2
Vermont,	1	48	49
Virginia,	—	11	11
Wisconsin,	—	3	3
Unknown,	—	8	8
Atlantic Ocean,	—	1	1
Total American,	99	3,570	3,669
Foreigners,	25	683	708
Total American and Foreign,	124	4,253	4,377

TABLE No. 8.

Showing the Nativity of Parents of Boys Committed the past year.

N A T I V I T Y.								Fathers.	Mothers.
Born in Ireland,								71	73
Scotland,								1	1
Nova Scotia,								2	4
New Brunswick,								3	2
Germany,								2	—
England,								3	2
Canada,								4	5
Portugal,.								1	1
Total Foreigners,								87	88
Born in Massachusetts,								17	16
Maine,								4	3
New York,								5	1
New Hampshire,								4	
Connecticut,								1	
Rhode Island,								1	
North Carolina,								1	
Pennsylvania,								1	
Total American,								34	
Total Foreign,								87	
Unknown,								3	
Total American and Foreign,								124	

TABLE No. 9.

Showing the Ages of Boys when Committed.

AGE.	Past year.	Previously.	Totals.
Six years,	—	5	5
Seven years,	—	25	25
Eight years,	1	115	116
Nine years,	—	227	227
Ten years,	1	421	422
Eleven years,	3	586	589
Twelve years,	4	589	593
Thirteen years,	12	663	675
Fourteen years,	21	777	798
Fifteen years,	28	610	638
Sixteen years,	34	626	660
Seventeen years,	20	159	179
Eighteen years and upwards,	—	51	51
Unknown,	—	19	19
Total,	124	4,873	4,997

TABLE No. 10.

Showing the Domestic Condition, etc., of Boys Committed during the year.

CONDITION.	Number.
Had no parents,	2
no father,	34
no mother,	14
step-father,	7
step-mother,	5
intemperate father,	52
intemperate mother,	25
parents separated,	3
been arrested before,	93
been inmates of other institutions,	29
other members of family arrested,	50
used ardent spirits,	37
used tobacco,	85
Catholic parents,	83
Protestant parents,	41

TABLE No. 11.

Occupation of the Fathers of Boys sent here during the year, as near as can be ascertained.

BUSINESS.	Number.	BUSINESS.	Number.
Blacksmith, . . .	1	Painters,	3
Butcher,	1	Peddlers,	3
Carpenters, . . .	6	Printers,	2
Cigar Manufacturer, . .	1	Paper-carrier,	1
Cabinet-maker, . . .	1	Shoemakers,	8
Coopers,	2	Slaters,	2
Cotton Operatives, . .	3	Teamsters,	2
Curriers,	2	Tanner,	1
Carriage-maker, . . .	1	Tailors,	3
Farmers,	5	Watchman,	1
Grocer,	1	Deceased,	34
Laborers,	35		
Liquor Dealer, . . .	1	Total,	124
Masons,	4		

TABLE No. 12.

Number of different Towns lived in by Boys received the past year.

TOWNS.	Boys.	TOWNS.	Boys.
1,	64	5,	2
2,	38	6,	1
3,	12		
4,	7	Total,	124

TABLE No. 13.

Number of different Tenements lived in by Boys received the past year.

TENEMENTS.	Boys.	TENEMENTS.	Boys.
1,	14	8,	5
2,	12	9,	1
3,	22	10,	6
4,	15	Unknown,	3
5,	26		
6,	15	Total,	124
7,	5		

TABLE No. 14.

Amount of Rents paid by Parents of the Boys received during the past year, as near as can be ascertained.

AMOUNT PER MONTH.	Boys' Parents.	AMOUNT PER MONTH.	Boys' Parents.
\$4 00,	9	\$10 00,	4
4 50,	8	11 00,	1
5 00,	7	12 00 and over, . .	21
6 00,	7	Own their house, . .	26
7 00,	2	Unknown,	19
7 50,	1	Boarding,	9
8 00,	8	Dead,	2
8 50,	1		
9 00,	4	Total,	124

TABLE No. 15.

Showing for what those received during the past year were Committed.

CAUSES.	Number of Boys.
Assault and battery,	6
Assault and battery and larceny,	1
Burglary,	3
Breaking and entering,	11
Breaking and entering and larceny,	9
Drunkenness,	2
Larceny,	63
Receiving stolen money,	1
Robbery,	2
Stubbornness,	11
Stubbornness and disobedience,	11
Vagrancy,	4
	124

TABLE NO. 16.

Showing the average Employment of Boys during the year.

Employed farming and gardening,	81
seating chairs,	156
making shoes,	2
in sewing-room,	30
in laundry,	9
in baking, cooking and care of dining-room,	10
in domestic work,	7
at the steam-mill,	2
at miscellaneous work,	20
in hall and yard,	9
on enlargement,	5
Confined to hospital,	3
Total,	334

TABLE NO. 17.

Showing the amount of Work done in the Work-rooms.

<i>In the Chair-shop.</i>	
Number of chairs seated,	112,278
<i>In the Laundry.</i>	
Number of articles washed and ironed,	159,957
<i>In the Shoe-shop.</i>	
Number of shoes made, pairs,	493
Number of shoes repaired, pairs,	1,314

TABLE No. 17—Concluded.

ARTICLES.	Made.	Repaired.
<i>In the Sewing-room.</i>		
Caps,	391	—
Coats,	66	—
Jackets,	732	1,246
Pants, pairs,	784	2,499
Overalls, pairs,	20	—
Stockings,	545	7,445
Stockings, heels run, pairs,	36	—
Shirts,	1,025	5,265
Suspenders,	241	3
Handkerchiefs hemmed,	426	—
Sheets,	184	459
Pillow-cases,	394	166
Comforters,	4	319
Blankets,	—	547
Spreads,	80	332
Ticks, bed,	—	1,102
Aprons,	48	23
Mittens, pairs,	135	—
Towels,	412	42
Table-cloths,	5	—
Dish-wipers,	22	—
Sleigh robe,	—	1
Boys' pillows,	96	23
Curtains,	2	—
Holder,	69	—
Napkins,	52	—
Pillow-ticks,	18	—

The average age of the inmates is over sixteen years; the average number in the school during the year is greater than that of any preceding year since 1860. The commitments have been as follows: One hundred and twenty-two on first and six on second commitment; four by transfer from the State Primary School at Monson, and two by the board of state charities; forty-three have been received from all other sources, including those returned by the state visiting agent, masters, parents, voluntary, and by officers. The number released has been less than on the previous year, a fact that may be accounted for from the consideration that more caution has been exercised in matters of release, and that owing to the general depression of business throughout the State, it has been difficult to find suitable places for the boys when ready to leave the institution. From information received from the visiting agent of the board of state charities, we believe that nearly all of those who have been released are doing remarkably well. When it is considered that a large number of boys come here from local reformatories, where they have been "tried and found wanting," coupled with the fact that the present law provides that boys committed under the age of seventeen years may be held here during their minority, I think it may be truthfully said that the school is doing all that can be reasonably expected under the circumstances. The system in Massachusetts of dealing with juvenile offenders differs in many respects from that adopted in some other States. Boys are not admitted to this school at the request of parents, but are received through the courts and board of state charities. While the system is believed to be a good one, yet due allowance should be made when comparing results with those institutions that have a large number of "charity children" to deal with who are not offenders against the criminal law.

The employment for the inmates has been similar to that of former years; viz., farming, chair-seating, tailoring, and the general work of the school. About twenty-five of the larger boys have been employed upon the enlargement of the buildings. While we cannot show their earnings in cash receipts, yet they have been benefited by the mechanical knowledge thus acquired, which they can, if so disposed, use

advantageously after leaving the school. The contracts made for chair-work the past year will show a reduction of twenty-five per cent. in the prices paid. We have been fortunate, however, in having had continual employment, even at low rates, when so many other institutions have had work only a portion of the year. The division of time in many of the schools of this character is seven hours for labor and three for study ; while here the inmates are required to work only six hours and attend school four. Were they taught substantial trades, seven or even eight hours' labor per day would not be unreasonable, or in any way detrimental to health, as many of them are men grown. I need not dwell upon matters of this kind, as those who are knowing to the mixed condition of the school, and the want of sufficient room for a proper classification, can well appreciate the difficulties that have existed here for the past three years. I rejoice with you that the legislature has provided means to make the school equal to the work required of it, and in so doing it is to be hoped that the State will yet have the satisfaction of knowing that by its judicious action it has raised a hope for the future in many erring children, and perhaps redeemed them from a life of shame and ruin.

A Lamb knitting-machine has been introduced into the sewing-room, at a cost of seventy-five dollars. The amount paid to outside parties last year for knitting was four hundred dollars. Thus it will be seen that the investment in the purchase of a machine is a profitable one.

The old hand fire-engine, built by Hunneman & Co., has been exchanged for one in good working order, and of more modern manufacture. This, with the aid of the other apparatus, if properly used, would seem to provide us with ample means to extinguish any ordinary fire.

Extensive repairs have been made during the year, involving considerable expense ; but the proper preservation of the buildings and fences has rendered such necessary. Important improvements have been made at the Farm House, resulting in a complete remodelling of the house. The rooms have been refitted, with special reference to the work of the family, so that now it is the most convenient of our Trust-Houses. The farmer and farm-hands are now provided with

suitable and pleasant rooms at this house, thereby relieving them from the inconvenience of travelling to and from the main building.

The Farm and Peters House boys, under the direction of their masters, have rendered considerable labor in grading and terracing the cemetery. When the improvements now in progress are completed, it will not only be creditable to the school, but will tend to make proper impressions upon these youthful minds.

Two deaths have occurred since making the last report: Abner T. Wells died October 19, 1874, and James F. Rigby April 15, 1875. Funeral services were held in the chapel, and the relatives of the deceased were present. The causes of death, and other matters relating to the health of the school, may be found in the report of the Physician.

The grapery has again suffered from a heavy frost, rendering the grapes unmarketable. As this is an uncertain crop, would it not be well to dispose of the vines, and use the ground for a more profitable purpose? The yield of apples was so abundant last year that the boys' table was well supplied with them from October to April. The report of the Farmer and Masters of the Trust Houses will furnish detailed accounts of the products of the farm and garden.

The lectures and evening entertainments provided for the inmates during the winter months were productive of much good; the knowledge thus imparted will stimulate them to seek such occupations in the future as will yield an honest and comfortable living. In this connection we should express our obligations to Hon. George B. Loring, Rev. M. Lummis, Thomas Gaffield, Esq., Mr. William A. Hovey, George T. Angell, Esq., S. Dana Hayes, Mr. E. P. Robinson, Prof. Roe, and pupils of Ashland High School, Prof. Hartshorn, and the Westborough Debating Society. To those who have assisted in the concert exercises, and contributed so largely to our enjoyment on many occasions, our hearty thanks are due. Thanks are due to Colonel Gardiner Tufts, visiting agent of the board of state charities, for the cheerful and hearty co-operation of his agency, and for the interest manifested in many cases requiring special attention. The labors of the agency can be best appreciated by those who are cognizant

of its workings. We again renew our indebtedness to the proprietors, for the "Essex County Mercury," "Lynn Semi-Weekly Reporter," "Salem Register," "Dayspring" and "The Christian"; also to the publisher of "The Nursery," for the generous donation of ten copies per month. As Thanksgiving, Christmas and Independence days are looked forward to with much pleasure by the inmates, no pains have been spared to make these occasions fully equal to their expectations. This being a year of centennials, the 19th of April and 17th of June were appropriately observed.

The privileges and system of rewards inaugurated last year, for good conduct, have been continued, with success. A class known as the "Tried and True" has been organized, composed of boys in the main building, and is working admirably. Boys who are in the Trust and Honor grades are eligible to membership. When an application is received for admission to the class, it is referred to the executive committee for their investigation, who, after due time, report the result at a regular meeting of the class for their action. In balloting, one black ball is sufficient to reject a candidate. If elected, he is required to sign the constitution and by-laws which have been adopted for the government of the class; after which he receives a printed certificate of membership and a nickel-plated badge, with the words "Tried and True" inscribed thereon. The wearer of this badge is privileged to visit, unattended, the neighboring villages. The manner in which they manage their business shows a great deal of firmness and determination to do right. Cases of misconduct, when they occur, are promptly reported, and reduced to writing in the form of a charge, with specifications; such cases are referred to a special committee, and if the charge is sustained, the guilty party is punished by deprivation of outside privileges, suspension or discharge, the latter involving loss of badge. The members of this class can be relied upon for any duty, even the apprehending of boys who attempt to escape.

In summing up the work of the year, the result is indeed gratifying. The boys are steadily improving in behavior, neatness and politeness. They treat each other kindly, and quarrels in the play-yard are of rare occurrence; they are more trustworthy, and elopements are few. The number of

boys out of the school by reason of elopement is nine, a number less than that reported for any year since 1868. Mr. Brown, Master of the Garden House, has not lost a boy for twenty-six months.

There is an unexpended balance in favor of the school of one thousand and eighty-six dollars. The appraiser's report will show more coal, flour and clothing on hand than on the corresponding date of 1874, exclusive of three hundred and fifty new double blankets provided for the boys' sleeping halls. The buildings are in better repair than they have been for several years; and, unless some call is made out of the ordinary channel, involving expense, a less amount will be sufficient to meet the wants of the coming year.

The officers, with some exceptions, have labored faithfully and well, ever manifesting a willingness and readiness to co-operate with me in matters pertaining to the best interests of the school; they deserve well of those in authority and the public generally.

The year now closing has been a busy one, and the gratifying result is enough to compensate for all the labor it has cost. Trusting that the same kind Providence who has watched over and prospered your labors heretofore will continue to give strength and wisdom to carry forward successfully the improvements now making,

I have the honor to be,

Your obedient servant,

A. G. SHEPHERD,

Superintendent.

WESTBOROUGH, September 30, 1875.

HOSPITAL DEPARTMENT.

To the Trustees of the State Reform School.

GENTLEMEN:—For nearly a year the hospital has been under the care of a nurse whose husband is an officer in another part of the institution. Such relation and disposition of officers is advantageous to this department. Many of the patients are not mere boys, but young men, for whom it is sometimes very unpleasant, indeed impossible, for a lady nurse to render such attentions as they require. The husband being in his private rooms in the hospital by night, and at times during the day, is able to render such assistance as particular cases demand.

During a considerable portion of the year, owing to the healthfulness of the season and the experience of the nurse in dealing with minor complaints, my services have been comparatively light. The usual amount of ailments, such as require hospital treatment for a few days only, has prevailed; but of the severer forms of sickness the year has been one of unusual freedom. Last October we had one well-marked case of typhoid fever, the only case during the year. There have been several cases of severe rheumatic fever, also of erysipelas, all of which have made good recoveries. Two deaths only have occurred; both from consumption. Abner T. Wells died October 19, and James F. Rigby April 15. In both of these boys the disease undoubtedly was hereditary.

The food of the boys is abundant and wholesome, and is given in sufficient variety to answer perfectly the wants of the system. No healthier looking class of boys can be found in the Commonwealth. In all respects their physical wants are as fully regarded as is possible in an institution of this kind. Cleanliness is studiously maintained in all parts of the buildings and surroundings, and the drainage is excellent.

Respectfully submitted,

E. B. HARVEY, M. D., *Physician.*

WESTBOROUGH, September 30, 1875.

GARDEN HOUSE REPORT.

To the Trustees of the State Reform School.

GENTLEMEN :—The following Report of the Garden House family is respectfully submitted :—

The whole number of boys in the family the past year is fifty-three; average number, twenty-nine; eleven have been allowed to return to their homes, eight placed with farmers and mechanics, and five returned to the main building. They have performed 9,178 days' labor of six hours each, divided as follows:—Gardening, 2,750; for the farmer, 94; domestic, 1,036; chair-work, 4,369; miscellaneous, 621; roads, 109; and on the enlargement, 199.

The boys have rendered cheerful obedience, and have made satisfactory progress in their studies. They have been contented, and no elopements have occurred during the year.

An average reduction of two and a half cents on each chair-seat has reduced the amount of income from this work; the failure of the apple crop, and the low prices for other products, have very materially lessened the farm receipts.

The annexed schedule will show the value of crops raised and the amount earned seating chairs :—

PRODUCE ON HAND AS APPRAISED.

Potatoes, 800 bushels,	.	.	.	.	.	.	.	\$400
" 200 bushels,	.	.	.	.	.	.	.	50
Carrots,	.	.	.	.	.	.	.	180
Mangolds,	.	.	.	.	.	.	.	50
Corn,	.	.	.	.	.	.	.	250
Corn-fodder,	.	.	.	.	.	.	.	100
Squashes,	.	.	.	.	.	.	.	160
Beans,	.	.	.	.	.	.	.	20
Pears,	.	.	.	.	.	.	.	72
Apples,	.	.	.	.	.	.	.	105
								\$1,987

PRODUCE SOLD.

Asparagus, 2,600 bunches,	\$214 79
-------------------------------------	----------

PRODUCE CONSUMED.

Asparagus, 600 bunches,	\$48 00
Cherries, 3 bushels,	6 00
Apples,	14 00
Pears,	9 00
	<hr/>
	\$77 00

BOYS' LABOR.

Amount seating chairs,	\$841 28
----------------------------------	----------

SUMMARY.

Produce on hand,	\$1,387 00
“ sold,	214 79
“ consumed,	77 00
Earned seating chairs,	841 28
	<hr/>
	\$2,520 07

N. W. BROWN, *Master*.

GARDEN HOUSE, September 30, 1875.

PETERS HOUSE REPORT.

To the Trustees of the State Reform School.

GENTLEMEN :—I respectfully submit the following Annual Report of the family at the Peters House for the year ending September 30, 1875.

The health of the boys has been unusually good, and their conduct excellent. The whole number of boys in this family during the year has been sixty-two; monthly average, twenty-three and one-third; present number, twenty-five. Eleven have been allowed to return to their homes, seventeen placed on trial with farmers or mechanics, three returned to the main building, and four eloped, two of whom were shortly apprehended. They have been employed six hours per day, as follows: Gardening, 1,577; roads, 393; flowers, 863; domestic, 947; chair-seats, 1,950; grading cemetery, 308; for the farmer, 228; and miscellaneous work, 990.

The early frosts injured some of the crops, the grape being a total loss.

The annexed table will show the crops raised, value, and disposal.

PRODUCE ON HAND AS APPRAISED.

200 bushels potatoes, at 50 cents,	.	.	.	.	.	.	\$100 00
125 " potatoes, at 25 cents,	.	.	.	.	.	.	31 25
30 " ears pop-corn, at \$1.05,	.	.	.	.	.	.	31 50
7 " sweet-corn, at \$2,	.	.	.	.	.	.	14 00
Corn-fodder,	.	.	.	.	.	.	15 00
1,200 pounds squash, at 3 cents,	.	.	.	.	.	.	36 00
2,200 heads cabbage, at 5 cents,	.	.	.	.	.	.	110 00
35 bushels English turnips, at 16 $\frac{2}{3}$ cents,	.	.	.	.	.	.	5 83
120 bunches celery, at 6 cents,	.	.	.	.	.	.	7 20
17 bushels ruta-baga turnips, at 30 cents,	.	.	.	.	.	.	5 10
40 " bushels beets, at 50 cents,	.	.	.	.	.	.	20 00
5 barrels apples, at \$3,	.	.	.	.	.	.	15 00
8 bushels parsnips, at 50 cents,	.	.	.	.	.	.	4 00

2 bushels pears, at \$3,	\$6 00
1,350 pounds pork, at 10 cents,	135 00
Cabbage-fodder,	10 00
Vegetable seed,	515 00
Flower seed,	255 00
Bedding plants,	175 00
Sweet herbs,	13 00
	<hr/>
	\$1,503 88

PRODUCE CONSUMED.

559 pounds rhubarb,	\$11 14
405 heads lettuce,	11 34
75 bunches onions,	2 25
37½ bushels green pease,	67 17
14½ " early beets,	14 00
20½ " string beans,	39 50
386 cucumbers,	7 20
17½ bushels shell beans,	28 79
432 pounds squash,	12 96
12 bushels potatoes,	10 44
135 boxes raspberries,	19 25
665 ears green corn,	17 76
24 heads cabbages,	1 68
4½ bushels turnips,	4 25
2,106 pounds tomatoes,	51 55
Sundry fruits,	20 99
	<hr/>
	\$368 27

PRODUCE SOLD.

139 boxes raspberries, at 15 cents,	\$20 85
Sundry produce,	19 61
	<hr/>
	\$40 46

BOYS' LABOR.

Amount earned seating chairs,	\$357 89
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SUMMARY.

Produce on hand,	\$1,503 88
" sold,	40 46
" consumed,	368 27
Earned at chair-work,	357 89
	<hr/>
	\$2,270 50

Respectfully submitted.

P. R. MORSE, *Master*.

WESTBOROUGH, September 30, 1875.

FARM HOUSE REPORT.

To the Trustees of the State Reform School.

GENTLEMEN :—I respectfully submit the following as the Report of the Farm House family.

The whole number of boys during the year has been sixty-two; monthly average, twenty-nine and one-tenth.

Twelve have been allowed to return to their homes ; seven placed with farmers and mechanics ; nine returned to the main building ; and three have eloped,—one of whom was shortly apprehended.

LABOR OF BOYS.

[illegible]

The following schedule shows the result of the year's labor :—

PRODUCE ON HAND AS APPRAISED.

Potatoes, 527 bushels,	\$218 50
Cabbages, 2,400 heads,	120 00
Onions, 90 bushels,	112 50
Pears, 72 bushels,	216 00
Ruta-baga turnips, 140 bushels,	42 00
Cabbage-fodder,	16 00
Corn-fodder,	16 00
Corn, 25 bushels,	50 00
Pickles, 5½ barrels,	38 00
Citron melons, 800,	64 00
Watermelons, 150,	18 00
Total,	<hr/> \$906 00

PRODUCE SOLD.

Asparagus,	\$143 51
Strawberries,	72 94
<hr/>	
Total,	\$216 45

PRODUCE CONSUMED.

Asparagus, 150 bunches,	\$12 50
Strawberries,	24 59
Potatoes,	78 64
Melons,	40 90
Cucumbers,	15 56
Sweet corn,	42 30
Whortleberries,	18 80
Eggs, 138 dozen,	34 50
<hr/>	
Total,	\$267 79

BOYS' LABOR.

Earned seating chairs,	\$297 78
----------------------------------	----------

SUMMARY.

Produce on hand,	\$906 00
“ sold,	216 45
“ consumed,	267 79
Boys' labor,	297 78
<hr/>	
Total,	\$1,688 02

Respectfully submitted.

D. E. DUDLEY, *Master.*

SEPTEMBER 30, 1875.

FARM REPORT.

To the Trustees of the State Reform School.

GENTLEMEN :—I was called to take charge of the Farm last April, consequently my Report covers only half of the year.

Considerable change has been made in the neat-stock. Several of the cows, found to be unprofitable milkers, have been turned to beef, and others purchased to take their places in the herd. The quantity of milk produced has been sufficient to meet the wants of the institution, and a fair quantity of butter has been made. Early in the season one pair of oxen were slaughtered for beef, and their place on the farm supplied by the purchase of a valuable pair of horses. Another pair of oxen became disabled, and were therefore turned to beef, and a fine pair of four-year-olds purchased for use.

The swine were in a flourishing condition in the early part of the season, but have not done so well recently. They are in a crowded condition at the present time, and too many of them are not allowed access to the ground. I suggest that the piggery be improved by increasing the number of pens, and constructing new yards.

The hay-crop is less abundant than last year, and some of it was secured in a damaged condition, owing to the wet weather. The second cutting was well secured, and the yield good.

The whole number of days' labor of men is $469\frac{1}{2}$, of which 429 days were on the farm, $24\frac{1}{2}$ for institution, 2 for Farm House, 1 for Peters House, 4 for Garden House, and 5 for enlargement.

The horses have been worked $602\frac{1}{2}$ days,—on farm, 396; for institution, $40\frac{1}{2}$; for Farm House, 74; for Peters House, $61\frac{1}{2}$; for Garden House, $17\frac{1}{2}$; for enlargement, 13.

The oxen have been worked $268\frac{1}{2}$ days,—on farm, $154\frac{1}{2}$; for institution, 3; for Farm House, 11; for Peters House, $\frac{1}{2}$; for enlargement, $99\frac{1}{2}$.

The annexed schedule shows the productions of the farm:—

PRODUCE ON HAND AS APPRAISED.

English hay, 78 tons,	\$1,616 00
Meadow hay, 20 tons,	340 00
Rowen, 16 tons,	288 00
Oat straw, 11 tons,	176 00
Meadow hay (old), $1\frac{1}{2}$ tons,	17 00
Oats, 150 bushels,	97 50
Wood,	278 00
<hr/>	
Total,	\$2,812 50

PRODUCE CONSUMED.

Beef, 8,655 lbs.,	\$887 72
Veal, 460 lbs.,	63 60
Pork, 945 lbs.,	94 50
Corn-fodder,	30 00
Hay, 16 tons,	352 00
Milk, $2,316\frac{1}{2}$ cans,	1,158 20
<hr/>	
Total,	\$2,568 02

PRODUCE SOLD.

Pigs,	\$217 25
Hides,	53 85
Calf,	2 50
<hr/>	
Total,	\$273 60

SUMMARY.

Produce on hand,	\$2,812 50
“ consumed,	2,586 02
“ sold,	273 60
<hr/>	
Total,	\$5,672 12

Respectfully submitted.

A. CAMPBELL, *Farmer.*

SEPTEMBER 30, 1875.

S U M M A R Y.

Produce of Farm and Garden for the Season.

Garden House,	\$2,520 07
Peters House,	2,270 50
Farm House and farm,	7,360 14
	<hr/> \$12,150 71

Produce Sold from Farm and Garden.

Fruit,	\$93 79
Vegetables,	377 91
Shotes, small pigs and calves,	273 60
	<hr/> \$745 30

Produce Consumed.

Meats,—beef, pork and veal,	\$1,045 82
Milk,	1,158 20
Fruits,	112 63
Vegetables,	517 93
Hay and grain, corn-fodder,	382 00
Eggs, 138 dozen,	34 50
	<hr/> \$3,251 08

Produce on Hand.

Garden House,	\$1,387 00
Peters House,	1,503 88
Farm House,	906 00
	<hr/> \$3,796 88

Amount Earned by Seating Chairs.

Garden House,	\$841 28
Peters House,	357 89
Farm House,	297 78
	<hr/> \$1,496 95

SCHEDULE OF PROPERTY.

Produce on Hand.

Wood,	\$320 00	
Vegetables and seeds,	2,751 55	
Fruit,	412 00	
Hay, grain and fodder,	3,156 20	
	<hr/>	\$6,689 75

Live-Stock.

1 bull,	\$50 00	
6 oxen,	525 00	
24 cows,	1,612 00	
3 heifers,	210 00	
3 calves,	60 00	
8 horses,	1,175 00	
12 fat hogs, 54 store hogs and shoters, 26 cows and 52 pigs,	1,185 00	
32 fowls, 40 chickens,	44 00	
	<hr/>	\$4,861 00

Farm and garden implements,	\$2,238 64	
Carriages, harnesses and robes,	902 00	
Fire-engines, hose, ladders and extinguishers,	1,002 00	
	<hr/>	\$4,142 64

Personal Property at Steam-Mill.

3 boilers, 3 steam-pumps and fixtures,	\$9,000 00	
New lumber,	347 67	
Steam-pipe and fittings,	194 50	
Shafting, hangers, etc.,	15 00	
Nails and screws,	56 20	
Platform scales,	26 00	
Chair-shop bench-screws, rings, etc.,	78 50	
Fire-rakes and grate bars,	41 00	
Mechanics' tools,	115 55	
Paints, oil and glass,	228 22	
829 tons coal,	7,121 95	
	<hr/>	
<i>Amount carried forward,</i>	<i>\$17,224 59</i>	

Amount brought forward,	\$17,224 59
Oil and personal property at gas-house,	38 25
Soap and potash,	297 60
Boxes, barrels, etc.,	232 47
Colored rags,	42 50
Miscellaneous,	451 62
	<hr/> \$18,287 03

Furniture, etc.

For use of officers,	\$5,820 59
For use of boys,	2,980 78
Cooking apparatus and school furniture,	4,908 99
Medicine, medicine case and dental instruments,	200 00
Clothing for boys,	9,215 64
Dry goods,	8,960 57
Groceries, crockery and provisions,	3,821 86
Musical instruments and cases,	306 25
Library for boys,	1,698 75
School books in lower library,	492 98
Personal property at Garden House,	855 80
" " at Peters House,	939 62
" " at Farm House,	991 15
Benches, tools and stock in chair-shops,	521 40
	<hr/> \$36,714 38

Real Estate—Buildings.

Main building and new yard fence,	\$64,990 00
Farm House, for family of 30 boys,	4,300 00
Garden House, for family of 30 boys,	5,800 00
Peters House, for family of 24 boys,	2,500 00
Gas-house and steam-mill, not including boilers and machinery,	2,400 00
Farm-barn,	5,800 00
Piggery,	2,100 00
Chair, tool and cart house,	750 00
Hennerly at "	200 00
Ice-house,	250 00
Garden tool-house and chair-shop,	500 00
Greenhouse at Peters House,	750 00
New shed at " "	250 00
Barn at " "	500 00
Shop at " "	100 00
Horse-barn, soap-house and shed,	800 00
Cottage house,	1,400 00
Fruit-house,	200 00
New cart-house at farm-barn,	1,500 00
<i>Amount carried forward,</i>	<i>————— \$95,090 00</i>

Amount brought forward, : \$95,090 00

Land.

Home farm, 185 acres,	\$16,300 00
Warren farm, 30 acres 35 rods,	3,500 00
Sibley pasture, 28 acres 120 rods,	862 00
Woodland, 19 acres,	1,500 00
	<hr/> 22,162 00
 Total of real estate,	 \$117,252 00
Total of personal estate,	70,644 80
	<hr/>
Grand Total,	\$187,896 80

A true copy. Attest:

DEXTER NEWTON, *Appraiser.*

A. G. SHEPHERD, *Superintendent.*

WESTBOROUGH, October 7, 1875.

LYMAN FUND.

In account with STEPHEN G. DEBLOIS, *Treasurer.*

1874—Oct. 13.	Balance on hand at this date,	\$1,450 74
1875—Oct. 12.	Receipts from income during year, .	\$2,610 83
	Note of town of Marlborough re-	
	newed,	14,000 00
		16,610 83
		\$18,061 57
Oct. 12.	New note town of Marlborough,	
	5 years,.	\$15,000 00
	Payments per votes of trustees, .	2,969 31
	Balance on hand this date,	92 26
		\$18,061 57

MARY LAMB FUND.

In account with Treasurer.

1874—Oct. 13.	Balance on hand at this date,	\$206 45
1875—Oct. 12.	Receipts from income during year,	68 69
		\$275 14

E. E.

STEPHEN G. DEBLOIS, *Treasurer.*

BOSTON, Oct. 12, 1875.

Examined and found correct.

MOSES H. SARGENT, *Auditor.*

List of Salaried Officers and all Employés, with their Salaries.

A. G. Shepherd (Superintendent),	\$1,800 00
William Scott (Assistant Superintendent),	1,000 00
Mrs. M. J. Shepherd (Matron),	500 00
E. B. Harvey, M. D. (Physician),	250 00
Samuel M. Griggs (Treasurer),	200 00
Henry L. Chase (Clerk),	400 00
Miss F. C. Ela (Assistant Matron),	300 00
Edward C. Wheatley (Teacher),	700 00
E. H. Rice (Teacher),	600 00
Mrs. Laura Clark (Teacher),	300 00
Mrs. Mary E. Rice (Teacher),	300 00
Miss Carrie A. Lawrence (Teacher),	250 00
Stephen Armitage (Overseer Chair Shop No. 1, and Shoe Shop),	600 00
John H. Cummings (Overseer Chair Shop No. 2),	500 00
Mrs. Mary W. Cummings (Instructor Chair Shop No. 1),	208 00
Miss Laura P. Danforth (Instructor Chair Shop No. 2),	208 00
Leach Clark (Hall and Yard Man),	400 00
Mrs. Abby J. Armitage (Nurse),	208 00
A. M. Moore (Baker),	} 750 00
Mrs. S. B. Moore (care of Boys' Dining-room),	
James W. Clark (Engineer and Carpenter),	900 00
William H. Hayes (Assistant Carpenter),	500 00
John T. Perkins (Man-of-all-work),	400 00
George W. Hodgkins (Watchman),	400 00
Harrison P. Fay (Watchman),	350 00
Mrs. Jenny Nelson (Laundress),	260 00
Miss Marion C. Dowse (Seamstress),	260 00
Miss Mary E. Morgan (Cook),	312 00
Mrs. Elizabeth True (Assistant Cook),	208 00
Mrs. Clara J. Campbell (Assistant Matron),	208 00
Miss F. A. Sterling, (filling vacancies),	208 00
Miss Mary Holbrook (filling vacancies),	300 00
N. W. Brown } (having charge of a Family of 30 Boys	} 900 00
Mrs. Nancy J. Brown } at "Garden House"),	

Miss Sarah S. Adams (Teacher at " Garden House "),	.	.	\$300 00
Philip R. Morse	} (having charge of a Family of 24 Boys at	}	800 00
Mrs. B. P. Morse				" Peters House " ),	.	.
Miss A. M. Wells (Teacher at " Peters House "),	.	.	300 00
Daniel E. Dudley	} (having charge of a Family of 30 Boys	}	700 00
Mrs. Abby Dudley				at " Farm House " ),	.	.
Miss M. W. Currier (Teacher at " Farm House "),	.	.	300 00
Augustine Campbell (having charge of Farm),	.	.	600 00
Allen Perley (Farm hand, \$28 per month, 12 months),	.	.	336 00
John F. Richardson (Farm hand, \$28 per month, 8 months),	.	.	224 00
Daniel Stearns (Farm hand, \$28 per month, 8 months),	.	.	224 00
Michael McCarty (Farm hand, \$28 per month, 8 months),	.	.	224 00

SUPERINTENDENTS.

Date of Appointment.	N A M E S .	Date of Retirement.
1848, . .	William R. Lincoln,	1853.
1853, . .	James M. Talcott,	1857.
1857, . .	William E. Starr,	1861.
1861, . .	Joseph A. Allen,	1867.
1867, . .	Orville K. Hutchinson,	1868.
1868, . .	Benjamin Evans,	1873.
1873, . .	Allen G. Shepherd,	Still in office.

T R U S T E E S .

Names, Residences, Commissions and Retirement of the Trustees of the State Reform School, from its commencement to the present time.

Date of Commission.	N A M E S .	Residence.	Date of Retirement.
1847, .	Nahum Fisher,* . .	Westborough, .	1849.
1847, .	John W. Graves, . .	Lowell, . .	1849.
1847, .	Samuel Williston, . .	Easthampton, .	1853.
1847, .	Thomas A. Greene,* . .	New Bedford, .	1860.
1847, .	Otis Adams,* . .	Grafton, . .	1851.
1847, .	George Denney, . .	Westborough, .	1851.
1847, .	William T. Andrews,* . .	Boston, . .	1851.
1849, .	William Livingston,* . .	Lowell, . .	1851.
1849, .	Russell A. Gibbs,* . .	Lanesborough, .	1853.
1851, .	George H. Kuhn, . .	Boston, . .	1855.
1851, .	J. B. French, . .	Lowell, . .	1854.
1851, .	Daniel H. Forbes,* . .	Westborough, .	1854.
1851, .	Edward B. Bigelow,* . .	Grafton, . .	1855.
1853, .	J. W. H. Page,* . .	New Bedford, .	1856.
1853, .	Harvey Dodge, . .	Sutton, . .	1857.
1854, .	G. Howland Shaw,* . .	Boston, . .	1856.
1854, .	Henry W. Cushman,* . .	Bernardston, .	1860.
185 , .	Albert H. Nelson,* . .	Woburn, . .	1855.
1855, .	Jos. A. Fitch, . .	Hopkinton, .	1858.
1855, .	Parley Hammond, . .	Worcester, .	1860.
1856, .	Simon Brown, . .	Concord, . .	1860.
1856, .	John A. Fayerweather, . .	Westborough, .	1859.
1857, .	Josiah H. Temple, . .	Framingham, .	1860.
1858, .	Judson S. Brown, . .	Fitchburg, .	1860.
1859, .	Theodore Lyman, . .	Brookline, .	1860.
1860, .	George C. Davis, . .	Northborough, .	1873.

* Deceased.

Names, Residences, etc., of Trustees—Concluded.

Date of Commission.	N A M E S.	Residence.	Date of Retirement.
1860, .	Carver Hotchkiss, . . .	Shelburne, . . .	1863.
1860, .	Julius A. Palmer,* . . .	Boston, . . .	1862.
1860, .	Henry Chickering, . . .	Pittsfield, . . .	1869.
1860, .	George W. Bentley, . . .	Worcester, . . .	1861.
1860, .	Alden Leland, . . .	Holliston, . . .	1864.
1861, .	Pliny Nickerson, . . .	Boston, . . .	1868.
1861, .	Samuel G. Howe, . . .	Boston, . . .	1863.
1862, .	Benjamin Boynton, . . .	Westborough, . . .	1864.
1863, .	J. H. Stephenson, . . .	Boston, . . .	1866.
1863, .	John Ayres, . . .	Charlestown, . . .	1867.
1864, .	A. E. Goodnow, . . .	Worcester, . . .	1871.
1864, .	Isaac Ames, . . .	Haverhill, . . .	1865.
1865, .	Jones S. Davis, . . .	Holyoke, . . .	1868.
1866, .	Joseph A. Pond,* . . .	Brighton, . . .	1867.
1867, .	Stephen G. Deblois, . . .	Boston, . . .	Still in office.
1868, .	John Ayres, . . .	Medford, . . .	1874.
1868, .	Harmon Hall, . . .	Saugus, . . .	1871.
1868, .	L. L. Goodspeed, . . .	Bridgewater, . . .	1872.
1869, .	E. A. Hubbard, . . .	Fitchburg, . . .	Still in office.
1871, .	Lucius W. Pond, . . .	Worcester, . . .	1875.
1871, .	John W. Olmstead, . . .	Boston, . . .	1873.
1872, .	Moses H. Sargent, . . .	Newton, . . .	Still in office.
1873, .	A. S. Woodworth, . . .	Boston, . . .	Still in office.
1873, .	E. B. Harvey, . . .	Westborough, . . .	Still in office.
1874, .	William H. Baldwin, . . .	Boston, . . .	Still in office.
1875, .	John L. Cummings, . . .	Ashburnham, . . .	Still in office.

* Deceased.

Commonwealth of Massachusetts.

AGGREGATES

OF

POLLS, PROPERTY, TAXES, &c.,

AS

ASSESSED MAY 1, 1875.

COMPILED

BY OLIVER WARNER,
SECRETARY OF THE COMMONWEALTH.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).

1876.

Commonwealth of Massachusetts.

SECRETARY'S DEPARTMENT, Jan. 17, 1876.

To the Honorable Senate and House of Representatives.

The present Report marks the Fifteenth Annual Abstract of Polls, Property, Taxes, etc., as assessed May 1, 1875, in accordance with the provisions of section 4, chapter 167 of the Acts of the year 1861.

A decade and a half has tested the wisdom of these returns, and their tabulation shows at a glance the condition of the Commonwealth as to valuation, polls, municipal taxation, dwellings, stock, and all the details of the assessors' department, with an exactness which renders this publication almost a handbook for consultation by those who are seeking statistics of this kind.

Owing to a general shrinkage of all values, both real and personal, the increase in the taxable property of the Commonwealth has not been large, the excess over that of 1874 being only \$9,131,541.

While this amount is small, compared with previous years, an agreeable offset is to be found in the amount of taxes raised in the various municipalities, they having fallen largely below those of the previous year.

The total amount raised in 1874 for state, county and town purposes being \$28,700,605, while for the year 1875 there has only been assessed the sum of \$27,712,396; a diminution of \$988,309, almost a million dollars.

More than seven thousand new dwelling-houses have been erected, and the number of horses, cows and sheep has increased in a corresponding ratio.

While the number of polls has increased some three thousand (3,000), the taxation in the gross has decreased.

Attention was called last year to the inequality of the amount of tax assessed on polls in the different cities and towns, and already more uniformity is observable in this direction.

Last year, the counties of Barnstable, Bristol and Suffolk were cited as counties where the poll-tax was uniform at \$2. Nantucket may be added this year; and Norfolk, with the exception of Weymouth.

The other exceptions are as follows, by counties: *Berkshire*—Becket, Dalton, Hinsdale, Monterey, Otis, Sandisfield, Savoy and Washington; *Dukes*—Gay Head and Tisbury; *Essex*—Groveland, Lynnfield and Methuen; *Franklin*—Buckland, Charlton, Erving, Orange, Shelburne and Warwick; *Hampden*—Agawam and Blandford; *Hampshire*—Amherst, Hatfield and Worthington; *Middlesex*—Arlington, Ashby, Ashland, Bedford, Billerica, Chelmsford, Concord, Everett, Hopkinton, Lexington, Lincoln, Malden, Medford, Reading, Stoneham, Wakefield, Wayland and Winchester; *Plymouth*—Duxbury, Middleborough and Pembroke; *Worcester*—Ashburnham, Athol, Barre, Bolton, Dana, Douglas, Dudley, Hardwick, Harvard, Hubbardston, Leominster, Oakham, Petersham, Phillipston, Royalston, Rutland, Southbridge, Sutton, Templeton, Webster, Westminster and Winchendon.

It will be observed that the great counties of Middlesex and Worcester furnish the larger portion of towns so assessing.

Among all these exceptions, only the towns of Gay Head in *Dukes*, Erving in *Franklin*, and Amherst in *Hampshire* assessed a less rate than \$2 to each poll.

The most noticeable departure from the usual rate of \$2 tax on each poll is to be found in the towns of Arlington, Everett and Winchester in *Middlesex*. In Arlington it was nearly \$4, in Everett quite \$4, and Winchester \$5 to the poll.

Monroe in *Franklin* and Nahant in *Essex* maintain their relative positions as to the rate of taxation, the former town having increased to \$41.50 per \$1,000, while the latter stands at \$5 per \$1,000 of tax,—being representative towns of the two extremes of light and burdensome taxation.

Large discrepancies having existed in these returns from year to year as to the number of acres of land taxed in the cities and towns, in some instances amounting to thousands of acres, the following circular was sent to the several assessors :—

“ SECRETARY’S DEPARTMENT, BOSTON, Jan. 23, 1875.

“ *To the Assessors of* _____.

“ GENTLEMEN :—I notice in the return of ‘Table of Aggregates’ made from your town, for several years past, a discrepancy in the reply to the 12th interrogatory : ‘Total number of Acres of Land taxed in your City or Town.’

“ The errors referred to are not confined to your town, but are common to very many of the towns in the Commonwealth. In some instances the number of acres given largely exceeds the area given for previous years, and in others show a reduction, in some the difference amounting to *thousands of acres*.

“ As it is very desirable that these returns should approximate to correctness in this particular, and (when not affected by annexation or legislative changes of town lines) that uniformity should be observed in returning the area of your town, it is presumed, upon your attention being called to it, the defect will be remedied.

“ I herewith forward to you the Annual Abstract of Polls, Property, Taxes, etc., etc., for the year 1874.

“ Respectfully yours,

“ OLIVER WARNER, *Secretary.*”

The returns of the present year show a marked improvement in this particular, evincing commendable care on the part of the authorities to remedy such errors, the number of acres returned agreeing very nearly with those of 1873.

Great care has been taken in the preparation of this Abstract, and, after much correspondence with the various assessors, it is believed they are as nearly correct as the nature of their data will justify.

Very respectfully,

OLIVER WARNER,
Secretary.

A G G R E G A T E S .

AGGREGATES OF POLLS, PROPERTY, TAXES, ETC., AS ASSESSED MAY 1, 1875.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
BARNSTABLE.												
Barnstable, .	1,105	\$2,210	\$1,037,250	\$1,577,450	\$28,357	\$1 00	\$2,614,700	952	463	536	290	24,806
Brewster, .	283	566	268,118	353,986	9,898	1 50	622,104	276	118	154	30	8,426
Chatham, .	550	1,100	251,265	509,069	14,406	1 75	760,334	540	163	226	-	5,011
Dennis, .	847	1,694	785,243	663,344	17,630	1 10	1,448,587	658	230	207	27	7,329
Eastham, .	172	344	43,814	143,084	5,042	2 50	186,898	160	119	148	-	4,878
Falmouth, .	681	1,362	1,285,632	1,037,780	19,485	78	2,323,412	464	251	336	128	23,224
Harwich, .	879	1,758	370,005	719,085	24,630	2 10	1,089,090	750	250	150	4	8,568
Mashpee, .	73	146	6,728	104,235	1,056	90	110,963	71	32	25	51	11,050
Orleans, .	382	764	112,386	309,978	9,211	2 00	422,364	350	177	190	-	5,473
Provincetown, .	1,083	2,166	828,902	1,015,289	32,273	1 75	1,844,191	816	75	25	-	750
Sandwich, .	752	1,504	277,400	1,121,550	21,369	1 42	1,398,950	787	310	455	113	46,331
Truro, .	315	630	80,921	202,453	6,855	2 25	283,374	281	84	241	-	7,706
Wellfleet, .	532	1,064	454,283	422,866	14,365	1 50	877,149	457	122	168	-	4,868
Yarmouth, .	538	1,076	774,208	628,040	18,144	1 25	1,402,248	471	188	171	46	10,290
Totals, .	7,192	\$14,384	\$6,576,155	\$8,808,209	\$222,357	-	\$15,384,364	7,033	2,582	3,032	689	168,710

BERKSHIRE												
Adams, .	3,018	\$6,036	\$1,861,914	\$4,407,755	\$137,699	\$2 10	\$6,269,669	1,881	900	990	563	23,106
Alford, .	107	214	90,808	183,161	2,954	1 00	273,569	96	130	247	873	7,059
Becket, .	368	1,170	168,053	332,494	8,304	1 45	500,547	256	185	485	760	26,877
Cheshire, .	446	892	302,668	660,360	16,300	1 60	963,028	315	263	946	311	16,788
Clarksburg, .	160	320	57,543	198,842	4,359	1 70	256,385	119	131	196	72	7,977
Dalton, .	385	939	537,092	752,135	10,158	71	1,289,227	253	202	295	428	18,516
Egremont, .	256	512	187,564	369,380	5,190	84	556,944	178	257	456	529	10,937
Florida, .	162	324	33,614	147,510	4,855	2 50	181,124	95	97	199	300	14,183
Gt. Barrington, .	1,085	2,170	1,190,222	1,974,576	39,039	1 16	3,164,798	779	680	1,138	585	23,749
Hancock, .	174	348	101,640	345,290	4,348	90	446,930	137	180	426	1,637	18,441
Hinsdale, .	420	1,050	256,845	567,528	11,272	1 24	824,373	257	197	415	1,077	13,683
Lanesborough, .	363	726	154,511	602,750	9,229	1 13	757,261	264	300	662	732	17,360
Lee, .	991	1,982	643,768	1,301,734	35,886	1 70	1,945,502	682	466	766	491	15,046
Lenox, .	438	876	326,804	929,184	18,711	1 42	1,255,988	378	407	529	469	12,300
Monterey, .	179	526	52,825	192,245	4,571	1 65	245,070	131	169	503	489	14,290
Mt. Washington, .	57	114	9,902	79,032	1,365	1 40	88,934	44	62	81	2	12,114
New Ashford, .	44	88	17,715	85,540	1,062	95	103,255	35	60	113	458	7,675
New Marlboro', .	482	964	204,311	537,153	13,728	1 72	741,464	378	397	1,246	337	28,621
Otis, .	211	548	66,377	236,130	6,739	2 05	302,507	196	169	331	323	21,121
Peru, .	115	230	33,032	132,766	3,330	1 89	165,798	92	130	299	469	15,750

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875—Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
BERKS.—<i>Con.</i>												
Pittsfield, .	3,078	\$6,156	\$2,671,031	\$5,741,205	\$111,309	\$1 25	\$8,412,236	1,917	1,173	1,110	754	23,599
Richmond, .	303	606	86,159	528,030	6,748	1 00	614,189	214	242	351	1,686	11,514
Sandisfield, .	306	943	108,801	367,620	10,108	2 12	476,421	274	235	785	487	30,050
Savoy, .	188	564	44,567	188,365	6,162	2 40	232,932	172	202	402	315	21,267
Sheffield, .	507	1,014	271,760	888,390	14,719	1 18	1,160,150	461	517	1,401	628	27,452
Stockbridge, .	541	1,082	1,252,150	1,368,185	24,666	90	2,620,335	425	386	608	741	13,619
Tyringham, .	135	270	52,765	220,100	3,388	1 14	272,865	100	106	334	280	10,825
Washington, .	143	541	42,682	219,174	6,301	2 20	261,856	128	129	349	537	22,418
W. Stockbridge, .	525	1,050	270,891	671,729	9,323	87	942,620	355	305	361	487	11,364
Williamstown, .	766	1,532	431,959	1,465,000	23,195	1 20	1,896,959	574	519	1,108	2,203	27,454
Windsor, .	161	322	47,113	189,067	5,399	2 10	236,180	151	193	614	359	21,819
Totals, .	16,121	\$34,109	\$11,577,086	\$25,882,435	\$560,417	—	\$37,459,521	11,336	9,389	17,746	19,382	541,974
BRISTOL.												
Acushnet, .	262	\$524	\$122,500	\$446,750	\$9,063	\$1 50	\$569,250	232	224	375	—	10,571
Attleborough, .	2,444	4,888	1,326,857	2,963,172	43,348	95	4,290,029	1,524	813	793	18	25,460

Berkley, .	214	\$428	\$38,686	\$263,397	\$4,369	\$1	80	\$302,088	174	154	234	144	7,942
Dartmouth, .	752	1,504	275,600	1,401,250	26,321	1	48	1,676,850	779	320	542	118	35,952
Dighton, .	441	882	214,856	610,639	11,245	1	26	825,495	898	242	266	50	12,981
Easton, .	1,011	2,022	1,198,526	1,080,900	13,421		50	2,279,426	671	351	373	17	16,071
Fairhaven, .	735	1,470	399,604	1,023,200	26,725	1	77	1,422,804	531	221	235	24	6,000
Fall River, .	11,571	23,142	17,440,988	33,960,479	768,464	1	45	51,401,467	8,642	2,072	657	28	18,393
Freetown, .	350	700	143,020	495,125	6,443		90	638,145	276	195	247	66	21,156
Mansfield, .	693	1,386	164,036	900,548	15,756	1	35	1,064,584	541	282	240	14	11,000
New Bedford, .	6,226	12,452	14,428,674	11,946,600	460,832	1	70	26,375,274	3,638	1,099	512	-	8,930
Norton, .	421	842	148,090	594,055	10,529		75	742,145	335	258	264	19	16,920
Raynham, .	452	904	283,225	746,240	11,199	1	00	1,029,465	873	283	311	24	10,748
Rehoboth, .	442	884	103,977	682,408	10,664	1	25	786,385	402	432	725	114	25,894
Seekonk, .	267	534	168,239	538,513	9,369	1	25	706,752	237	305	365	22	11,050
Somerset, .	482	964	208,002	747,638	12,500	1	25	955,640	303	174	228	1	4,627
Swansea, .	315	630	111,565	512,100	10,359	1	56	623,665	275	314	403	152	12,843
Taunton, .	5,226	10,452	5,707,922	11,618,744	270,352	1	50	17,326,666	3,055	1,447	767	82	26,507
Westport, .	707	1,414	299,200	1,111,400	18,341	1	20	1,410,600	616	627	803	410	28,435
Totals, .	33,011	\$66,022	\$42,783,567	\$71,643,158	\$1,739,300	-		\$114,426,725	18,002	9,813	8,340	1,303	311,467

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875 — Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
DUKES.												
Chilmark, .	166	\$332	\$66,087	\$203,802	\$4,503	\$1 55	\$269,889	133	109	139	3,220	9,600
Edgartown, .	496	992	348,550	1,837,100	34,214	1 52	2,185,650	1,065	149	237	747	14,305
Gay Head, .	30	45	2,546	8,430	300	2 40	10,976	35	12	14	—	393
Gosnold, .	36	72	43,680	132,200	776	40	175,880	33	15	65	2,518	8,487
Tisbury, .	419	972	153,240	525,200	14,541	2 00	678,440	354	191	193	1,204	12,999
Totals, .	1,147	\$2,413	\$614,103	\$2,706,732	\$54,334	—	\$3,320,835	1,621	476	648	7,689	45,784
Essex.												
Amesbury, .	1,696	\$3,392	\$718,749	\$1,889,205	\$50,323	\$1 80	\$2,607,954	978	468	407	110	9,706
Andover, .	1,138	2,276	912,263	1,946,964	34,000	1 10	2,859,227	749	467	799	—	17,084
Peverly, .	2,335	4,670	2,940,325	5,064,800	139,689	1 58	8,545,125	1,281	600	501	4	8,209
Boxford, .	238	476	85,790	518,440	7,124	1 10	604,230	185	191	324	75	14,100
Bradford, .	585	1,170	136,449	1,110,879	19,999	1 52	1,247,328	405	233	290	46	4,500
Danvers, .	1,455	2,910	1,082,500	2,258,600	54,363	1 54	3,341,100	974	613	587	20	7,587
Essex, .	482	964	234,267	628,058	14,696	1 65	862,325	331	187	313	6	7,836
Georgetown, .	653	1,306	275,340	721,665	18,248	1 70	997,005	433	253	283	10	7,543

Gloucester, .	3,907	\$7,814	\$3,443,455	\$5,794,810	\$183,941	\$1 90	\$9,288,265	2,840	591	515	-	9,405
Groveland, .	557	1,365	165,137	674,727	12,461	1 33	839,864	323	170	195	5	5,236
Hamilton, .	209	418	83,700	439,114	7,534	1 36	522,814	165	170	801	55	8,380
Haverhill, .	4,188	8,376	2,171,087	8,326,045	192,076	1 75	10,497,132	2,248	979	608	27	14,510
Ipswich, .	905	1,810	477,553	1,324,383	26,783	1 43	1,801,936	587	436	635	76	15,920
Lawrence, .	8,120	16,240	6,751,108	17,366,265	440,706	1 76	24,117,373	4,208	1,320	204	-	3,220
Lynn, .	7,960	15,920	6,147,042	21,930,751	504,474	1 74	28,077,793	5,527	1,452	369	15	4,918
Lynnfield, .	216	637	320,050	438,730	6,325	75	758,780	156	185	272	-	5,349
Manchester, .	445	890	426,179	1,313,037	18,184	1 00	1,739,216	334	114	91	-	4,317
Marblehead, .	2,075	4,150	1,014,160	3,044,450	59,347	1 36	4,058,610	1,284	317	196	-	2,368
Methuen, .	1,076	2,690	536,946	1,673,235	29,885	1 23	2,210,181	625	425	862	8	13,283
Middleton, .	247	494	95,826	395,600	7,964	1 52	491,426	180	129	178	-	8,291
Nahant, .	169	338	4,783,907	1,320,850	30,860	50	6,104,757	163	56	45	17	468
Newbury, .	322	644	146,245	721,025	12,058	1 10	867,270	238	268	662	15	12,273
Newburyport, .	3,383	6,766	3,140,838	4,904,075	159,619	1 90	8,044,913	1,929	566	293	15	4,568
North Andover, .	812	1,624	589,435	1,513,205	30,011	1 35	2,102,640	567	315	608	58	15,394
Peabody, .	2,135	4,270	2,152,450	4,028,900	106,880	1 66	6,181,350	1,290	751	541	64	9,050
Rockport, .	1,105	2,210	607,829	1,473,244	36,439	1 65	2,081,073	692	149	129	-	3,390
Rowley, .	323	646	74,110	441,351	8,377	1 50	515,461	253	183	353	14	10,309
Salem, .	6,105	12,210	11,988,672	14,323,600	433,206	1 60	26,312,272	3,700	767	222	-	3,788
Salisbury, .	1,144	2,288	496,970	1,496,602	24,217	1 10	1,993,572	810	300	425	125	10,876

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875 — Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Essex—Con.												
Saugus, . . .	654	\$1,308	\$148,825	\$1,289,433	\$34,335	\$1 90	\$1,738,258	477	202	305	—	5,760
Swampscott, . .	594	1,188	389,441	2,074,850	25,831	1 00	2,464,291	451	204	91	20	1,538
Topsfield, . . .	312	624	282,561	487,809	12,949	1 60	770,370	215	182	388	13	7,078
Wenham, . . .	245	490	122,525	403,825	7,648	1 36	526,350	176	161	225	13	4,289
West Newbury, .	541	1,082	264,595	796,778	14,350	1 25	1,061,373	391	318	619	49	8,072
Totals, . . .	56,311	\$113,656	\$53,506,329	\$112,675,305	\$2,764,302	—	\$166,181,634	34,660	13,672	12,836	860	268,015
FRANKLIN.												
Ashfield, . . .	352	\$704	\$142,173	\$387,744	\$9,818	\$1 72	\$529,917	247	249	623	1,749	24,249
Bernardston, . .	246	492	87,094	314,044	5,861	1 34	401,138	210	190	326	514	13,824
Buckland, . . .	488	1,283	100,536	505,874	13,108	1 95	606,410	319	174	332	615	11,721
Charlemont, . . .	269	699	69,249	285,125	9,379	2 45	354,374	196	175	364	1,595	15,512
Colrain, . . .	390	780	192,888	491,570	14,143	1 95	684,458	320	271	560	1,231	25,229
Conway, . . .	382	764	254,049	564,244	13,038	1 50	818,293	295	248	643	777	22,876
Deerfield, . . .	803	1,606	295,276	1,044,766	29,755	2 10	1,340,042	617	516	722	723	20,343
Erving, . . .	238	643	75,767	242,292	7,514	2 16	318,059	154	80	91	14	8,811

Gill, . . .	198	\$396	\$78,815	\$991,691	\$6,042	\$1 20	\$470,506	148	141	375	95	8,375
Greenfield, . .	926	1,852	853,321	1,969,665	42,785	1 45	2,822,986	701	415	599	257	10,600
Hawley, . . .	159	313	33,535	123,685	4,682	2 80	157,220	135	119	263	568	12,952
Heath, . . .	141	282	38,112	153,210	3,764	1 82	191,322	121	124	256	481	14,824
Leverett, . . .	237	474	62,105	255,405	6,826	2 00	317,510	167	166	267	134	18,102
Leyden, . . .	120	240	36,089	171,042	4,280	1 95	207,131	100	104	273	441	9,867
Monroe, . . .	52	104	8,062	39,715	2,084	4 15	47,777	38	45	102	95	6,579
Montague, . .	812	1,624	450,200	1,598,600	32,356	1 50	2,048,800	462	313	346	56	16,520
New Salem, .	267	534	69,960	257,270	7,710	2 20	327,230	214	169	353	44	16,975
Northfield, . .	436	872	107,255	596,819	10,753	1 40	704,074	378	365	626	485	20,011
Orange, . . .	800	2,096	302,675	1,093,125	21,637	1 40	1,395,800	495	322	423	211	24,500
Rowe, . . .	156	312	38,174	141,445	4,084	2 10	179,619	121	109	214	472	12,114
Shelburne, . .	388	1,164	215,417	651,424	16,843	1 80	866,841	269	224	437	865	13,882
Shutesbury, . .	144	288	21,025	164,525	4,900	2 50	185,550	134	103	145	52	15,748
Sunderland, . .	213	426	61,865	378,428	7,406	1 60	440,293	162	200	476	78	8,331
Warwick, . . .	217	586	44,804	221,232	7,237	2 50	266,036	190	153	240	103	22,377
Wendell, . . .	138	276	21,228	157,460	4,581	2 40	178,688	135	94	150	12	19,222
Whately, . . .	280	560	190,121	529,240	8,103	1 05	719,361	200	235	451	4	11,872
Totals, . . .	8,802	19,375	\$3,849,795	\$12,729,640	\$298,699	—	\$16,579,435	6,528	5,304	9,592	11,671	400,416

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875—Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
HAMPDEN.												
Agawam, .	596	\$1,490	\$274,961	\$897,950	\$20,843	\$1 65	\$1,172,911	437	348	964	211	13,343
Blandford, .	257	771	112,400	294,915	8,895	2 00	407,315	219	240	851	556	30,672
Brimfield, .	308	616	129,440	436,050	8,513	1 40	565,490	242	215	715	371	19,775
Chester, .	375	750	94,025	435,047	10,541	1 85	529,072	282	194	330	582	20,676
Chicopee, .	2,535	5,070	1,833,975	3,641,860	103,635	1 80	5,475,835	1,519	418	470	—	12,800
Granville, .	319	638	89,364	315,808	9,141	2 08	405,172	260	220	577	188	23,656
Holland, .	85	170	16,957	120,190	2,382	1 60	137,147	74	58	107	133	7,529
Holyoke, .	3,605	7,210	2,889,882	6,791,245	208,535	2 08	9,681,127	1,316	778	441	1	8,842
Longmeadow, .	377	754	182,340	849,595	12,106	1 10	1,031,935	304	355	653	104	13,719
Ludlow, .	291	582	121,311	445,267	7,943	1 34	566,578	202	271	435	192	16,065
Monson, .	786	1,572	320,925	1,017,386	20,037	1 38	1,338,311	524	402	609	380	26,307
Montgomery, .	82	164	28,919	112,807	2,290	1 50	141,726	64	67	164	245	8,330
Palmer, .	1,024	2,048	636,187	1,237,475	28,658	1 42	1,873,662	612	383	562	361	18,420
Russell, .	139	278	107,139	316,446	5,926	1 33	423,585	120	74	138	4	8,671
Southwick, .	307	614	121,885	458,097	7,114	1 12	579,982	250	271	489	276	17,136

Springfield, .	8,133	\$16,266	\$8,898,912	\$31,125,660	\$696,089	\$1 72	\$39,524,572	4,668	1,943	474	40	15,955
Tolland, .	130	260	68,464	198,866	4,410	1 60	267,380	100	102	401	80	17,943
Wales, .	284	568	163,535	284,415	5,405	1 20	447,950	167	157	156	75	9,328
Westfield, .	2,333	4,666	1,945,085	5,354,590	143,360	1 90	7,299,675	1,351	902	788	81	25,266
W. Springfield, .	975	1,950	319,153	2,487,159	49,658	1 70	2,806,312	682	358	521	97	9,332
Wilbraham, .	573	1,146	202,343	756,012	27,980	2 80	958,855	452	384	690	58	23,804
Totals, .	23,514	\$47,583	\$18,057,202	\$57,576,840	\$1,383,461	—	\$75,634,042	13,795	8,140	10,505	3,915	347,569
HAMPSHIRE.												
Amherst, .	926	\$1,836	\$740,745	\$1,896,705	\$45,851	\$1 60	\$2,637,450	753	588	900	569	15,802
Belchertown, .	559	1,118	151,820	848,228	18,216	1 71	1,000,048	489	487	1,040	395	30,787
Chesterfield, .	201	402	87,453	220,170	4,555	1 35	307,623	170	159	385	247	18,262
Cummington, .	260	520	143,025	297,817	7,133	1 50	440,842	225	227	391	678	13,826
Easthampton, .	803	1,606	834,654	1,570,879	41,968	1 60	2,405,533	633	322	378	43	7,303
Enfield, .	305	610	291,510	375,390	10,015	1 40	666,900	215	162	287	182	10,427
Goshen, .	89	178	29,794	108,028	3,210	2 20	137,822	79	92	199	66	10,034
Granby, .	231	462	103,242	399,009	6,589	1 22	502,251	179	254	695	157	15,180
Greenwich, .	183	366	85,760	205,360	6,188	2 00	291,120	140	134	285	169	11,150
Hadley, .	573	1,146	275,117	1,121,987	20,914	1 33	1,397,104	444	446	626	572	13,092
Hatfield, .	412	1,005	398,929	820,085	15,276	1 18	1,219,014	292	349	379	23	8,986
Huntington, .	254	508	137,640	375,585	8,580	1 60	513,225	236	141	304	298	14,800

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875—Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
HAMPS.—Con.												
Middlefield, .	152	\$304	\$156,250	\$216,410	\$7,757	\$2 00	\$372,660	118	118	186	608	14,165
Northampton, .	2,604	5,208	2,242,989	5,627,900	115,400	1 40	7,870,889	1,812	936	800	126	21,659
Pelham, .	150	300	26,096	150,494	5,245	2 80	176,590	156	134	194	40	14,138
Plainfield, .	157	314	47,350	133,460	3,478	1 75	180,810	128	139	280	352	13,171
Prescott, .	139	278	30,648	172,110	4,340	2 00	202,758	111	80	296	50	10,858
South Hadley, .	732	1,464	361,312	1,407,285	26,705	1 45	1,768,597	474	364	527	39	9,060
Southampton, .	279	558	77,687	417,637	6,751	1 25	495,324	227	286	520	250	15,885
Ware, .	950	1,900	482,770	1,239,470	39,043	2 10	1,722,240	528	339	667	121	17,321
Westhampton, .	117	234	42,910	260,259	4,478	1 40	303,169	119	124	307	81	15,514
Williamsburg, .	548	1,096	424,511	756,855	12,910	1 90	1,181,366	360	213	355	405	15,323
Worthington, .	234	620	88,837	267,453	4,189	1 00	356,290	189	205	491	551	20,018
Totals, :	10,858	\$22,283	\$7,261,049	\$18,828,576	\$418,791	—	\$26,089,625	8,077	6,299	11,892	6,022	336,761
MIDDLESEX.												
Acton, .	489	\$978	\$260,771	\$974,885	\$16,418	\$1 25	\$1,235,656	364	314	843	10	11,924
Arlington, .	1,038	4,048	1,440,505	4,558,123	79,032	1 25	5,998,628	618	470	148	—	2,879

Ashby, .	274	\$795	\$86,887	\$104,824	\$10,629	\$2 00	\$491,711	246	259	597	46	14,701
Ashland, .	630	1,493	263,333	1,117,277	19,441	1 30	1,380,610	401	202	348	1	7,868
Ayer, .	505	1,010	200,425	853,637	15,758	1 40	1,054,062	331	117	121	28	4,475
Bedford, .	255	765	105,163	685,843	10,946	1 29	791,006	181	211	454	—	8,268
Belmont, .	566	1,132	854,261	2,973,075	39,405	1 00	3,827,336	320	356	198	—	3,260
Billerica, .	501	1,453	651,662	971,761	16,332	92	1,623,423	358	325	541	7	15,417
Boxborough, .	96	192	42,027	201,623	3,238	1 25	243,650	73	107	418	17	6,405
Burlington, .	207	414	138,204	384,223	6,781	1 20	522,427	124	214	240	5	7,283
Cambridge, .	11,983	23,966	16,467,715	50,155,300	1,156,557	1 70	66,623,015	7,676	3,122	301	—	3,300
Carlisle, .	173	346	49,830	314,340	5,809	1 50	364,170	119	141	392	—	9,378
Chelmsford, .	615	1,827	312,335	1,145,300	22,333	1 40	1,457,635	467	368	664	5	14,160
Concord, .	744	2,343	1,172,114	1,779,662	37,175	1 18	2,951,776	469	409	1,114	70	14,249
Dracut, .	308	616	150,535	821,375	12,537	1 22	971,910	263	288	874	5	12,730
Dunstable, .	130	260	53,767	232,965	4,324	1 42	286,732	104	133	396	55	10,260
Everett, .	952	3,808	592,100	3,812,550	62,390	1 33	4,404,650	750	342	129	2	1,932
Framingham, .	1,522	3,044	1,233,210	3,130,070	59,767	1 30	4,363,280	974	684	831	82	14,702
Groton, .	467	934	992,480	1,070,220	21,561	1 00	2,062,700	415	358	838	122	19,690
Holliston, .	981	1,962	569,615	1,334,555	32,429	1 60	1,904,170	624	340	506	—	11,113
Hopkinton, .	1,073	2,790	703,156	1,537,830	43,576	1 82	2,240,986	781	389	639	—	15,958
Hudson, .	930	1,860	280,413	1,464,865	38,511	2 10	1,745,278	615	302	286	2	6,696
Lexington, .	736	2,318	563,346	2,416,365	45,523	1 45	2,979,711	467	473	1,119	—	10,050

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875 — Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, inclu- ding Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
MIDDLESEX—Con.												
Lincoln, . . .	250	\$832	\$226,816	\$548,972	\$12,392	\$1 49	\$775,788	147	235	623	—	9,130
Littleton, . . .	259	518	148,330	559,505	8,304	1 10	707,835	211	231	915	4	10,242
Lowell, . . .	11,250	22,500	12,164,516	26,529,979	649,286	1 62	38,694,495	7,074	2,020	419	4	5,453
Malden, . . .	2,812	8,155	1,867,460	7,978,650	185,385	1 80	9,846,110	1,943	475	80	—	2,500
Marlborough, . . .	2,086	4,172	577,812	2,803,205	80,247	2 25	3,381,017	1,633	503	733	23	12,789
Maynard, . . .	505	1,010	316,825	971,020	13,888	1 00	1,287,845	348	101	277	1	2,980
Medford, . . .	1,740	5,655	1,859,102	8,028,415	173,743	1 70	9,887,517	1,261	402	193	—	5,263
Melrose, . . .	1,099	2,198	390,378	4,062,450	73,443	1 60	4,452,828	946	233	139	—	2,720
Natick, . . .	1,873	3,746	960,785	2,724,405	63,435	1 62	3,685,190	1,146	570	443	—	8,620
Newton, . . .	4,089	8,178	7,882,374	21,073,495	389,642	1 35	28,955,869	2,876	1,321	698	—	9,912
North Reading, . . .	282	564	56,468	398,556	10,120	2 10	455,024	203	146	280	3	7,630
Pepperell, . . .	544	1,088	387,815	942,104	21,041	1 50	1,329,919	426	384	644	144	12,421
Reading, . . .	864	2,212	284,572	2,082,446	36,773	1 46	2,367,018	642	282	290	5	5,695
Sherborn, . . .	279	558	165,645	747,112	10,830	1 12	912,757	213	234	503	4	9,824
Shirley, . . .	321	642	226,130	579,214	10,767	1 25	805,344	264	177	326	15	9,287

Somerville, .	5,411	\$10,822	\$3,561,200	\$27,755,800	\$518,157	\$1 62	\$31,317,000	3,850	1,325	198	-	1,920
Stoneham, .	1,375	3,900	468,068	2,543,440	55,867	1 80	3,011,508	942	288	173	-	3,609
Stow, .	281	562	189,644	535,905	6,965	80	725,549	246	196	591	1	11,020
Sudbury, .	347	694	241,165	748,150	12,560	1 20	989,315	249	290	746	-	14,809
Tewksbury, .	805	610	135,495	686,340	8,828	1 00	821,835	229	236	465	-	13,120
Townsend, .	634	1,268	248,457	803,279	16,854	1 50	1,051,736	487	342	437	14	19,353
Tyngsborough, .	149	298	40,731	270,082	4,582	1 38	310,813	144	115	216	26	9,693
Wakefield, .	1,392	3,550	677,640	3,200,030	58,851	1 40	3,877,670	1,006	264	205	-	3,913
Waltham, .	2,564	5,128	2,264,570	7,866,200	136,828	1 30	10,130,770	1,608	786	671	-	7,745
Watertown, .	1,360	2,720	2,376,320	5,623,600	106,719	1 30	7,999,920	835	555	232	-	2,052
Wayland, .	512	1,306	223,356	842,274	14,667	1 25	1,065,630	280	296	571	-	9,335
Westford, .	529	1,058	212,532	897,232	17,490	1 48	1,109,764	382	259	533	4	18,340
Weston, .	372	744	866,766	864,850	14,251	78	1,731,616	240	370	663	1	10,441
Wilmington, .	248	496	74,714	462,903	8,955	1 62	537,617	200	133	172	20	10,077
Winchester, .	837	4,185	1,458,573	3,252,925	79,569	1 60	4,711,498	565	281	153	2	3,446
Woburn, .	2,700	5,400	2,770,611	5,986,282	154,267	1 70	8,756,893	1,627	711	421	7	7,719
Totals, .	72,444	\$162,623	\$70,508,724	\$224,709,488	\$4,714,585	-	\$295,218,212	48,763	23,685	25,007	672	487,756
NANTUCKET, .	824	\$1,648	\$1,348,112	\$1,000,157	\$29,420	\$1 25	\$2,348,269	755	235	351	1,322	13,600

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875—Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
NORFOLK.												
Bellingham, .	335	\$670	\$109,160	\$418,808	\$7,797	\$1 35	\$527,968	251	177	289	8	10,806
Braintree, .	1,109	2,218	732,550	2,036,950	36,560	1 24	2,769,500	755	354	342	53	8,101
Brookline, .	1,743	3,486	9,883,900	17,695,200	319,918	1 16	27,579,100	1,095	683	288	—	3,766
Canton, .	1,015	2,030	1,164,440	1,894,115	32,616	1 00	3,058,555	662	365	348	27	11,371
Cohasset, .	594	1,188	890,620	1,437,440	25,633	1 05	2,328,060	499	207	184	74	5,834
Dedham, .	1,463	2,926	2,040,369	3,949,496	77,799	1 25	6,989,865	1,100	556	684	—	12,376
Dover, .	175	350	65,139	377,040	6,982	1 50	442,179	133	143	274	1	8,959
Foxborough, .	785	1,570	351,977	1,379,897	28,414	1 55	1,731,874	596	352	314	9	12,073
Franklin, .	823	1,646	372,600	1,064,600	25,360	1 65	1,437,200	489	321	476	2	15,317
Holbrook, .	525	1,050	200,070	738,570	10,436	1 00	938,640	324	146	120	—	4,409
Hyde Park, .	1,607	3,214	693,083	6,151,394	85,347	1 20	6,844,477	1,184	262	75	—	2,800
Medfield, .	317	634	309,080	636,215	12,432	1 25	945,295	234	183	366	3	8,068
Medway, .	1,018	2,036	363,200	1,420,725	30,579	1 60	1,783,925	731	403	640	—	12,991
Milton, .	742	1,484	4,086,300	3,150,500	47,076	63	7,236,800	504	526	460	—	7,890
Needham, .	1,268	2,536	1,033,370	3,714,814	69,011	1 40	4,748,184	837	497	491	3	13,599

Norfolk, . . .	251	\$502	\$95,055	\$896,068	\$7,831	\$1 70	\$431,123	189	147	275	51	8,993
Norwood, . . .	551	1,102	448,633	1,343,867	22,196	1 18	1,792,500	354	198	362	—	6,255
Quincy, . . .	2,369	4,738	1,736,475	5,577,550	114,448	1 50	7,314,025	1,615	703	518	—	8,786
Randolph, . . .	1,131	2,262	619,390	1,441,840	33,908	1 40	2,061,230	637	283	244	—	5,853
Sharon, . . .	980	760	253,226	800,337	11,296	1 00	1,053,563	295	213	258	2	*13,727
Stoughton, . . .	1,238	2,476	650,825	1,743,350	38,867	1 52	2,394,175	860	411	325	—	11,549
Walpole, . . .	622	1,244	306,738	1,069,576	20,512	1 40	1,376,314	449	328	499	—	*11,931
Weymouth, . . .	2,733	7,980	2,107,711	3,863,523	91,484	1 40	5,971,234	1,690	830	460	—	9,620
Wrentham, . . .	589	1,178	199,396	960,717	16,262	1 30	1,160,113	525	370	461	43	19,144
Totals, . . .	23,383	\$49,280	\$28,713,307	\$63,202,592	\$1,172,767	—	\$91,915,899	16,008	8,658	8,753	276	234,168
PLYMOUTH.												
Abington, . . .	1,005	\$2,010	\$466,449	\$1,294,856	\$25,259	\$1 32	\$1,761,305	669	327	244	1	5,971
Bridgewater, . . .	969	1,938	494,033	1,513,115	20,003	90	2,007,148	628	385	382	141	15,810
Brockton, . . .	2,767	5,534	1,160,594	4,475,916	81,627	1 35	5,636,510	1,725	735	490	6	11,662
Carver, . . .	277	554	211,999	353,392	5,646	90	565,391	231	150	188	77	18,192
Duxbury, . . .	653	1,632	182,600	915,925	19,157	1 60	1,098,525	554	298	249	28	13,200
E. Bridgewater, . . .	784	1,568	291,750	939,860	15,716	1 15	1,231,610	559	363	336	60	10,262
Halifax, . . .	176	352	51,831	269,919	3,888	1 10	321,750	150	92	171	25	9,288
Hanover, . . .	485	970	306,199	719,778	13,797	1 25	1,025,977	404	270	224	86	9,317
Hanson, . . .	355	710	98,893	401,588	8,968	1 65	500,481	291	144	141	31	8,747

* By chapter 212 of the Acts of 1874, a portion of the territory of Sharon, embracing over one thousand acres, was annexed to Walpole, which will account for the decrease in number of houses, acres, etc., in the former town, and increase in the latter.

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875 — Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
PLYM'TH—Con.												
Hingham, . . .	1,256	\$2,512	\$1,004,851	\$2,323,286	\$56,045	\$1 40	\$3,328,137	966	487	419	436	12,973
Hull, . . .	83	166	72,780	619,412	6,091	1 01	692,192	238	35	54	—	1,485
Kingston, . . .	463	926	664,572	682,033	10,353	70	1,346,605	340	206	171	44	10,434
Lakeville, . . .	308	616	113,493	434,196	6,637	1 06	547,689	232	222	305	253	17,076
Marion, . . .	241	482	89,517	343,667	6,981	1 50	433,184	210	85	112	—	7,132
Marshfield, . . .	522	1,044	136,355	850,839	16,839	1 60	987,194	547	278	311	146	15,827
Mattapoissett, . . .	351	702	733,049	690,616	9,957	65	1,423,665	324	128	150	15	9,590
Middleborough, . . .	1,401	3,011	459,446	1,970,179	35,835	1 32	2,429,625	967	667	684	97	38,059
Pembroke, . . .	413	1,024	138,810	464,807	8,117	1 17	603,617	342	255	214	83	12,881
Plymouth, . . .	1,664	3,328	1,369,769	2,612,350	57,485	1 36	3,982,119	1,050	468	386	96	49,141
Plympton, . . .	203	406	43,972	254,148	4,577	1 40	298,120	180	124	139	—	8,517
Rochester, . . .	277	554	87,947	387,960	7,694	1 50	475,907	248	217	285	60	17,600
Rockland, . . .	1,120	2,240	438,480	1,497,270	27,792	1 32	1,935,750	795	335	212	2	5,690
Scituate, . . .	645	1,290	168,528	1,085,768	23,240	1 75	1,254,296	554	280	291	78	9,506
South Abington, . . .	648	1,296	316,557	1,060,776	17,135	1 15	1,377,333	459	210	164	—	4,146

South Scituate, .	482	\$964	\$223,398	\$659,007	\$9,788	\$1 00	\$882,405	405	286	253	28	12,297
Wareham, .	695	1,390	422,866	606,085	18,903	1 60	1,028,951	481	188	186	—	18,318
W. Bridgewater, .	462	924	213,779	670,131	13,737	1 45	883,910	347	282	419	—	9,860
Totals, .	18,705	\$38,143	\$9,962,517	\$28,096,879	\$531,267	—	\$38,059,396	13,896	7,517	7,180	1,793	362,945
SUFFOLK.												
Boston, .	85,243	\$170,486	\$235,020,895	\$558,941,000	\$11,047,764	\$1 37	\$793,961,895	39,708	12,416	1,292	28	19,581
Chelsea, .	5,288	10,576	2,178,316	16,364,800	381,438	2 00	18,543,116	3,809	951	65	—	953
Revere, .	410	820	144,900	1,836,575	19,050	92	1,981,475	282	212	118	—	3,585
Winthrop, .	167	334	44,458	991,777	10,696	1 00	1,036,235	139	81	58	—	936
Totals, .	91,108	\$182,226	\$237,388,569	\$578,134,152	\$11,458,958	—	\$815,522,721	43,938	13,660	1,533	28	25,055
WORCESTER.												
Ashburnham, .	624	\$2,090	\$288,071	\$803,835	\$28,305	\$2 40	\$1,091,906	438	278	400	56	22,997
Athol, .	1,195	3,226	619,580	2,068,330	45,695	1 58	2,687,910	725	504	408	66	18,777
Auburn, .	275	550	120,584	434,175	8,316	1 40	554,759	181	172	400	—	8,800
Barre, .	660	1,762	520,851	1,201,505	29,028	1 52	1,722,356	486	463	1,235	110	26,653
Berlin, .	269	538	68,248	399,027	8,949	1 80	467,275	220	181	380	3	7,699
Blackstone, .	1,070	2,140	707,750	1,403,705	31,700	1 40	2,111,455	607	249	297	4	9,491
Bolton, .	291	835	109,333	416,379	6,776	1 13	525,712	196	247	567	98	11,571
Boylston, .	213	426	124,265	431,285	9,037	1 55	555,550	161	173	489	11	11,628
Brookfield, .	717	1,434	330,538	947,055	26,940	2 00	1,277,593	478	328	438	167	13,746

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875 — Continued.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, inclu- ding Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
WO'STER—Con.												
Charlton, . . .	515	\$1,030	\$264,140	\$746,610	\$14,170	\$1 30	\$1,010,750	423	404	848	74	26,362
Clinton, . . .	1,614	3,228	1,212,144	3,128,644	71,088	1 60	4,340,788	758	242	170	—	3,773
Dana, . . .	214	625	76,511	225,595	7,875	2 40	302,106	173	146	170	52	10,821
Douglas, . . .	625	1,563	226,778	740,268	18,772	1 78	967,046	372	247	266	20	20,985
Dudley, . . .	554	1,330	246,334	799,945	18,803	1 67	1,046,279	518	206	379	79	12,972
Fitchburg, . . .	3,686	7,372	2,990,867	9,527,875	228,179	1 68	12,518,742	2,042	814	663	13	16,850
Gardner, . . .	1,046	2,592	600,016	1,481,175	40,579	1 82	2,081,191	698	356	332	12	12,754
Grafton, . . .	1,045	2,090	593,160	1,292,323	35,652	1 78	1,885,483	668	402	785	13	13,466
Hardwick, . . .	499	1,427	312,975	732,540	20,142	1 79	1,045,515	332	365	1,305	47	23,946
Harvard, . . .	356	961	183,809	691,259	12,696	1 36	875,068	283	294	933	—	16,292
Holden, . . .	513	1,026	191,245	788,865	14,949	1 42	980,110	371	263	488	17	21,542
Hubbardston, . . .	414	1,250	187,806	715,370	17,143	1 76	903,176	342	266	458	116	25,047
Lancaster, . . .	441	882	1,368,453	747,256	20,246	95	2,115,709	385	357	623	20	16,102
Lelcester, . . .	694	1,388	887,842	1,076,999	22,412	1 07	1,964,841	511	349	379	2	14,675
Leominster, . . .	1,553	3,929	799,940	3,138,567	70,885	1 70	3,938,507	917	562	779	19	17,498

Lunenburg, .	313	\$626	\$108,809	\$671,572	\$10,459	\$1 26	\$780,881	272	278	508	24	16,584
Mendon, .	317	634	191,423	484,639	9,420	1 30	676,062	241	192	821	22	10,815
Milford, .	2,634	5,268	1,231,240	3,838,623	96,490	1 80	5,069,863	1,547	609	564	6	11,667
Millbury, .	1,088	2,176	771,485	1,746,633	25,469	93	2,518,118	558	353	433	8	9,172
New Braintree, .	173	346	112,080	359,950	5,957	1 19	472,030	122	172	973	67	12,341
Northborough, .	385	770	425,278	811,165	17,091	1 32	1,236,443	283	282	680	56	11,016
Northbridge, .	913	1,826	758,535	1,062,252	14,573	70	1,820,787	399	209	279	2	9,154
North Brookfield, .	1,019	2,548	608,440	1,237,235	38,077	1 93	1,845,675	595	416	584	12	13,113
Oakham, .	242	639	59,367	295,375	8,640	2 25	354,742	185	200	434	77	12,712
Oxford, . .	785	1,570	442,912	1,015,570	24,328	1 60	1,458,482	528	302	377	75	16,056
Paxton, .	164	328	86,298	237,185	4,652	1 35	323,483	140	131	230	18	8,445
Petersham, .	305	915	149,011	517,259	10,369	1 42	666,270	297	252	700	186	23,507
Phillipston, .	181	525	72,604	241,090	4,784	1 52	313,694	242	155	303	38	14,645
Princeton, .	303	606	183,123	737,521	10,734	1 10	920,644	261	213	647	87	22,040
Royalston, .	358	1,063	206,061	483,045	9,687	1 25	689,106	280	224	410	176	25,561
Rutland, .	265	729	79,087	438,430	11,077	2 00	517,517	223	241	521	143	21,988
Shrewsbury, .	426	852	389,240	738,080	12,951	1 10	1,127,320	328	300	670	22	12,720
Southborough, .	510	1,326	331,140	1,073,127	18,882	1 25	1,404,267	367	309	822	1	9,392
Southbridge, .	1,235	2,470	1,025,869	1,923,825	48,140	1 55	2,949,694	593	419	372	145	12,193
Spencer, .	1,350	2,700	894,302	1,710,725	45,683	1 65	2,605,027	655	509	601	43	20,200
Sterling, .	440	880	225,935	847,733	16,663	1 47	1,073,668	361	313	832	31	18,045

Aggregates of Polls, Property, Taxes, etc., as Assessed May 1, 1875 — Concluded.

COUNTIES AND TOWNS.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, including Highway Tax.	Rate of Total Tax per \$100.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
WO'STER—Con.												
Sturbridge, .	572	\$1,144	\$317,067	\$826,970	\$17,161	\$1 40	\$1,144,037	340	291	544	165	22,487
Sutton, .	704	1,991	440,734	977,635	18,630	1 18	1,418,369	472	336	641	79	19,329
Templeton, .	724	1,810	255,743	873,223	21,567	1 75	1,128,966	531	345	424	83	18,217
Upton, .	517	1,034	241,897	636,613	19,045	2 00	878,510	372	272	378	34	12,820
Uxbridge, .	721	1,442	635,113	1,204,990	26,414	1 25	1,840,103	442	320	504	19	17,469
Warren, .	831	1,662	511,587	1,296,950	24,853	1 30	1,808,537	465	252	980	80	16,332
Webster, .	1,356	2,915	684,400	1,243,655	31,258	1 32	1,928,055	583	317	209	25	7,314
Westborough, .	1,169	2,338	560,519	1,904,854	42,483	1 65	2,465,373	658	465	998	2	11,983
West Boylston, .	694	1,388	278,945	789,840	22,743	2 00	1,068,785	453	274	456	26	8,201
West Brookfield, .	464	928	220,626	610,402	13,814	1 55	831,028	340	238	510	23	12,138
Westminster, .	451	1,398	170,195	659,000	17,153	1 90	829,195	342	291	518	81	21,917
Winchendon, .	1,072	2,894	603,679	1,587,210	30,719	1 27	2,190,889	721	400	380	73	25,136
Worcester, .	12,964	25,928	11,250,881	38,016,200	825,440	1 66	49,267,081	5,921	2,791	1,355	45	21,000
Totals, .	54,368	\$119,363	\$37,554,865	\$105,037,163	\$2,363,738	—	\$142,592,028	32,402	20,539	32,350	2,973	910,106

RECAPITULATION.

COUNTIES.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City and Town purposes, inclu- ding Highway Tax.	Total Valuation, May 1, 1875.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Barnstable,	7,192	\$14,384	\$6,576,155	\$8,808,209	\$222,357	\$15,384,364	7,033	2,582	3,032	689	168,710
Berkshire,	16,121	34,109	11,577,086	25,882,435	560,417	37,459,521	11,336	9,389	17,746	19,382	541,974
Bristol, .	33,011	66,022	42,783,567	71,643,158	1,739,300	114,426,725	18,002	9,813	8,340	1,303	311,467
Dukes, .	1,147	2,413	614,103	2,706,732	54,334	3,320,835	1,621	476	648	7,689	45,784
Essex, .	56,311	113,656	53,506,329	112,675,305	2,764,302	166,181,634	34,660	13,672	12,836	860	268,015
Franklin,	8,802	19,375	3,849,795	12,729,640	298,699	16,579,435	6,528	5,304	9,592	11,671	400,416
Hampden,	23,514	47,583	18,057,202	57,576,840	1,383,461	75,634,042	13,795	8,140	10,505	3,915	347,569
Hampshire,	10,858	22,283	7,261,049	18,828,576	418,791	26,089,625	8,077	6,299	11,892	6,022	336,761
Middlesex,	72,444	162,623	70,508,724	224,709,488	4,714,585	295,218,212	48,763	23,685	25,007	672	487,756
Nantucket,	824	1,648	1,348,112	1,000,157	29,420	2,348,269	755	235	351	1,322	13,600
Norfolk, .	23,383	49,280	28,713,307	63,202,592	1,172,767	91,915,899	16,008	8,658	8,753	276	234,168
Plymouth,	18,705	38,143	9,962,517	28,096,879	531,267	38,059,396	13,896	7,517	7,180	1,793	362,981
Suffolk, .	91,108	182,226	237,388,569	578,134,152	11,458,958	815,522,721	43,938	13,660	1,533	28	25,055
Worcester,	54,368	119,363	37,554,865	105,037,163	2,363,738	142,592,028	32,402	20,539	32,350	2,973	910,106
Totals,	417,788	873,108	\$529,701,380	\$1,311,031,326	\$27,712,396	\$1,840,732,706	256,814	129,969	149,765	58,595	4,454,362

TWENTIETH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

State Industrial School for Girls:

TOGETHER WITH THE

ANNUAL REPORTS OF THE RESIDENT OFFICERS.

OCTOBER, 1875.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET (CORNER OF FEDERAL).

1876.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor and the Honorable Council.

The Trustees of the State Industrial School for Girls respectfully present their Twentieth Annual Report.

Soon after submitting our last report, Rev. Marcus Ames, for thirteen years Superintendent and Chaplain, resigned. Although his resignation was occasioned by a difference of opinion between him and a majority of the Trustees, as to measures, we recognize and cheerfully record our appreciation of his conscientious and devoted service.

The vacancy was filled by the election of Loring Lothrop, Esq., long and favorably known in Boston and vicinity as an educated, philanthropic, Christian gentleman. He entered upon his work April 1, under circumstances of considerable difficulty.

Simultaneously with the resignation of Mr. Ames, a majority of the matrons and assistants also resigned, thus leaving the schools in the care of a comparatively new force.

Under these circumstances, some insubordination among the girls was expected; but, to the credit of the girls, not less than to the tact and good judgment of the new Superintendent, very little occurred. All vacancies have been acceptably filled, and most departments of the institution are under excellent supervision.

We take pleasure in commending the earnest, hearty, conscientious devotion of the employés of the school. While their work is full of interest, it is full of difficulty, and makes

ceaseless demands upon their time, strength, patience and faith.

INCREASE OF NUMBERS.

Since our last report, the number of girls has increased from 82 to 105, and houses "No. 3" and "No. 5," which were closed for a time, are needed again. No. 5 is already filled, and No. 3 is nearly ready for occupancy. In former years, the five houses have accommodated 150 girls. Owing to the change that has taken place in their age and character, making it necessary to give each one a separate bed, and in most cases a separate room, the present capacity of the houses does not exceed 125.

REPAIRS.

With so many buildings to be kept in order, no year can pass without considerable expenditures in repairs. The last has been no exception to this rule. On the contrary, some special expenditures, in the interest of true economy, have been made. The Superintendent's house, and Nos. 1, 3 and 5, have been quite thoroughly repaired. In four houses, worn-out furnaces have been replaced with new ones, and the chimneys to most of the houses have been re-topped. We believe all this work has been done with care and economy.

GRADED SCHOOLS.

A committee of the Trustees having the oversight of the schools, say of them: "The schools which, at the time of our last report, had just been graded, have greatly improved during the year, and we see no reason for returning to the system of family schools in each house. Three teachers are able to do better work than five could do under the old order. There are about seventy-five scholars, and their rank varies from the first class in the primary school to that of the highest class in the grammar school. The more advanced will soon leave the school-room for the work-room, thus making room for new scholars."

EMPLOYMENT AND CLASSIFICATION.

The girls have been employed during the year in chamber, kitchen and laundry work, in sewing and knitting and study.

The question of work for the girls that shall aid in their reformation, by occupying mind as well as body during considerable portions of every day, and which shall bring some income to the State, has received our earnest attention.

We propose to employ them next season, if practicable, in raising small fruits and vegetables for the market. The first step in this direction was taken last spring by setting an acre of ground with strawberry-plants.

Partial classification, which in the past has been undesirable, should now, we think, be attempted.

MORAL AND RELIGIOUS TEACHINGS.

We believe the moral and religious teachings, and the whole atmosphere of the homes and the chapel, are well calculated to bring these weak and, in many cases, erring girls up into a new and better life. All our plans proceed upon the theory that the first and highest object of this institution is to save these girls from lives of vice, and to save society from the burden and curse of such lives. Questions of labor and school, of discipline and recreation, of restraint and freedom, are discussed with this end in view.

COMMITTALS.

We think it our duty to call your attention again to the drift of committals to Lancaster. No institution could be better planned for applying the "ounce of prevention" to young, homeless, exposed and already tainted girls throughout the State. That their number cannot be less than when this school was founded, there can be no doubt. The question is, Are they being cared for, and, if so, as well cared for as they would be here?

HEALTH—PHYSICIAN—FARM.

The health of the inmates has been as good as usual, no deaths having occurred. In an institution for girls, a female physician seems desirable, for many reasons, and, since April 1, we have employed Dr. F. E. Porter, a lady who has had a large experience.

The farm, and farm stock of all kinds, are in very good condition.

For further information, and the usual statistics, we refer you to the accompanying reports of the Treasurer, Superintendent, Physician, and Farmer.

CONCLUSION.

We cannot close our Report without a word of affectionate allusion to our former honored associate, Albert Tolman, Esq., who lately, at the end of twelve years' service as Trustee, declined a re-appointment. Happy will it be for the State if she can always fill her places of trust and responsibility with men as wise, upright and devoted.

RICHARD H. STEARNS,
FRANK B. FAY,
MARY S. LAMSON,
ROBT. O. FULLER,
A. R. FAULKNER,
H. C. GREELEY,
JOSEPH A. ALLEN,
ANNE B. RICHARDSON,
LEWIS H. BRADFORD,
HARMON HALL,

Trustees.

OCTOBER, 1875.

Dr.	STATE INDUSTRIAL SCHOOL, in account with FRANK B. FAY, Treasurer.	Cr.
1874-5.	To amount paid— For salaries, labor, etc., fuel and lights, clothing, flour and meal, repairs, furniture, bedding, etc., provisions, trav. expenses, miscellaneous expenses, Paid state treasurer, Balance to credit,	\$1,369 80 1,465 97 599 69 26,445 76
		\$29,881 22
1874-5.	By balance cash on hand, Oct. 1, 1874, collected of towns for support of girls, sale of produce, labor, etc., cash of state treasurer,	\$1,369 80 1,465 97 599 69 26,445 76
1875 Oct. 1,	By balance cash on hand,	\$1,369 80

(F. & O. E.)

FRANK B. FAY, Treasurer.

For inventory of property, see page 16.

SUPERINTENDENT'S REPORT.

To the Trustees of the State Industrial School.

Six months have gone by since it became my privilege to labor under your direction. With such brief experience, you will not expect me to say much in regard to any department of our institution. I have a high appreciation of its value, and believe it will meet the wants of those who may be committed to its care. I believe it will continue to reach beneficial results, and show that it is worthy of confidence and a liberal support.

On the 1st of April last, when I entered upon my duties as Superintendent, the number of girls in the school was seventy-eight. Since that time thirty-nine have been admitted on commitment. Fifteen have returned from indenture. The number at the present time in the school, which comprises four families, is one hundred and five, and is distributed as follows; namely, in Family No. 1, twenty-eight; No. 2, twenty-nine; No. 4, twenty-seven; No. 5, twenty-one.

The statistics appended to this Report will give you such information as is usually found in the annual reports.

During the past six months, the number of commitments has been so large as to make it necessary to repair and re-open House No. 5, which was closed about a year since. House No. 3, which was closed more than a year ago, has also been thoroughly repaired, and will probably be re-opened for the reception of a family, in the course of two or three weeks.

A work-room, in which the girls are taught to cut and make dresses and other articles of clothing, was organized in June last. Girls are gathered into it from the various families. Here they are taught, not only the use of the needle, but also

lessons in morals and good manners; and thus the work-room has accomplished, in some good degree, the object it contemplates, and shows that it may be permanently useful.

The question of labor has occupied your attention. Permit me to express the hope that it will continue to do so till something is reached, which will result in pecuniary as well as moral benefit to the institution.

The schools, as you are aware, are graded. They are in good condition. Many of the girls have so given themselves to study, as to secure, in this regard, the confidence of all most interested in them. Their progress and deportment have been creditable to themselves and their teachers, whose devoted endeavors are worthy of all praise. It is proper, in this connection, to remark, that instruction in singing is given to all our girls, on Saturday of each week, in lessons of an hour and a half each, by Mr. George Gardner, and with marked success.

The services of the Sabbath have been a source of enjoyment and, I trust, of profit to our families. It has been a pleasure to me to conduct them. I have selected for these services, generally, such subjects as were adapted to give instruction and develop principle, rather than awaken emotion. The reason is obvious.

The health of our families has generally been good. No death has occurred during the year. The report of Dr. Porter will give all necessary information in regard to the sanitary condition of the school.

I wish to express my appreciation of the value of the services of those associated with me in the care and control of the various departments of our work. We consult and work together. We cherish the atmosphere of the home; and we are led more and more to see that *trust*, "so far as it can be exercised with safety, and sometimes where the exercise of it incurs a little risk," is an essential element in the atmosphere of the home. We do not treat our girls as bad and trying to be worse, but as trying to be better. We believe we should give them always the utmost credit which truth will allow. If we err, let it be on the side of *too much trust*. Believing that our girls generally may be trusted, and letting them know it, we think will tend to make them worthy of trust.

We appreciate the importance of a cheerful, buoyant and happy spirit in households like ours. Patience must be exhaustless, and charity boundless. No fear should prevail, but the fear of doing wrong. What our girls most need is a friend and adviser, who can sympathize with their weakness, understand their temptations, and meet their wants.

It is not, however, my intention to theorize upon paper in regard to any department of our work. Let us not be afraid of experiment and change. Let us not hesitate to try experiments in a quiet, practical way. We know that to propose any alteration of plan, to any institution, is likely to meet opposition. Let us initiate and carry forward whatever may seem to be in harmony with the best interests of our school. We must not move in a circle, incapable alike of progression or of rest, but be ready to try any plan which enlightened benevolence suggests is likely to make those under our care wiser, better and happier.

The deportment of our girls is generally satisfactory; and many of them do whatever work is given them cheerfully and well.

God has smiled upon us in our opportunities for usefulness, and in our ability to improve them. I will only add, that I feel myself to be under great obligations to those with whom I have had to do, as agents of the Commonwealth, for their counsel and good wishes. I owe to the Trustees my sincere acknowledgments, for their confidence and cheerful aid. I trust I shall cherish their friendship and kind regards as among my most pleasant associations.

Respectfully submitted,

LORING LOTHROP,
Superintendent.

STATISTICS.

Number present in the institution October 1, 1874, . . .	82
received upon return from indenture during the year (wards of the institution under indenture October 1, 1874),	16
received upon re-commitment during the year, . . .	1
received upon commitment during the year, . . .	53
Whole number during the year,	— 152

Number present in the institution October 1, 1875, . . .	105
indentured during the year and not returned, . . .	34
discharged at 21 years of age (places secured), . . .	2
discharged as not requiring discipline and delivered to parents,	1
discharged as unsuitable and delivered to town authorities,	2
discharged as unsuitable and delivered to board of state charities,	3
escaped,	3
sent to hospital,	2
Whole number,	— 152

Number indentured during the year and returned, . . .	15
Whole number received since the opening of the school, . . .	905

Number present in the institution,	105
under indenture,	85
placed at school,	1
dismissed to parents or friends,	69
sent to hospitals,	17
discharged on account of ill-health and delivered to friends,	29
discharged as unsuitable and delivered to friends, . . .	31
discharged as unsuitable and sent to temporary homes,	3

Number discharged as unsuitable and delivered to town authorities,	11
discharged as unsuitable and sent to state almshouses, or delivered to board of state charities, .	20
escaped from the institution,	11
escaped from indenture, or place,	13
deceased,	12
delivered to friends at 18 or 21 years of age, or who have completed their term of indenture, .	498
	<hr/> 905
Number of separate families,	4
Present limit of accommodation,	125
Average attendance during the year,	84 $\frac{4}{5}$

Of the number now in the institution, there were born,—

In Massachusetts,	59
Maine,	11
New Hampshire,	6
Connecticut,	3
Rhode Island,	2
Vermont,	1
New York,	1
Pennsylvania,	1
Maryland,	1
District of Columbia,	1
Virginia,	1
South Carolina,	1
Louisiana,	1
Canada,	2
New Brunswick,	1
Nova Scotia,	1
Ireland,	6
England,	5
France,	1
	<hr/> 105
Of American parentage,	45
American (colored),	7
Irish,	34
English,	11
French,	4
French Canadians,	2
Nova Scotian,	1
Scotch,	1
	<hr/> 105

Of the number now in the institution,—

Both parents living,	38	
One parent living,	51	
Orphans,	16	
	—	105

Lived at home,	57	
from home,	48	
	—	105

Before coming, attended school,—

For some time,	69	
For short time,	32	
Not at all,	4	
	—	105

Attended some religious service,—

Frequently,	84	
Seldom,	19	
Not at all,	2	
	—	105

Of those now members of the school, there are,—

Of nine years of age,	1	
ten,	1	
eleven,	3	
thirteen,	3	
fourteen,	12	
fifteen,	16	
sixteen,	28	
seventeen,	18	
eighteen,	11	
nineteen,	7	
twenty,	5	
	—	105

Average age, 16.

Of those committed this year, when committed, there were,—

Of nine years,	1	
eleven,	3	
twelve,	2	
thirteen,	5	
fourteen,	11	
fifteen,	14	
sixteen,	17	
	—	53

Average age, 14½.

Committed on charge,—

Of stubbornness and disobedience,	22
idle and vicious life,	10
larceny,	9
vagrancy,	3
fornication,	2
vicious conduct,	1
drunkenness,	1
ewd and lascivious conduct,	1
assault and battery,	1
night-walking,	1
malicious mischief in a church,	1
exposure and moral welfare in danger,	1
	<hr/> 53

Received this year,—

From Suffolk County,	26
Essex County,	6
Worcester County,	8
Middlesex County,	8
Hampden County,	2
Norfolk County,	2
Bristol County,	1
	<hr/> 53

Of the whole number since the opening of the school, we have received,—

From Suffolk County,	274
Middlesex County,	167
Essex County,	125
Worcester County,	108
Bristol County,	78
Norfolk County,	56
Hampden County,	23
Berkshire County,	22
Hampshire County,	17
Plymouth County,	17
Barnstable County,	11
Franklin County,	7
	<hr/> 905

INVENTORY OF PROPERTY.

REAL ESTATE.

Chapel,	\$3,000 00	
House, No. 1,	12,500 00	
No. 2,	12,500 00	
No. 3,	9,300 00	
No. 4,	12,500 00	
No. 5,	4,500 00	
Superintendent's house,	3,000 00	
Farmer's house,	1,000 00	
Wood-house,	300 00	
Ice-house,	300 00	
Hen-house,	150 00	
Three old barns,	600 00	
One new barn and workshop,	6,500 00	
Ten acres woodland,	200 00	
One hundred and seventy-five acres farm- land,	8,000 00	
Amount of real estate,	<u> </u>	\$74,350 00

PERSONAL PROPERTY.

In Superintendent's office and house,	\$380 00	
In chapel, including library,	425 00	
In storeroom,	250 00	
Fuel,	1,625 00	
Valuation of stock on farm,	2,545 00	
Produce of farm on hand,	2,880 50	
Valuation of farming utensils and car- riages,	2,503 00	
In the inmates' department,—		
Beds and bedding,	1,800 00	
Other furniture,	2,300 00	
Ready-made clothing,	1,600 00	
Dry goods,	300 00	
Provisions and groceries,	250 00	
Amount of personal property,	<u> </u>	16,858 50
Total,		<u> </u> \$91,208 50

PHYSICIAN'S REPORT.

To the Trustees of the State Industrial School for Girls.

The health of the inmates of the school for the past year has been generally good.

No death has occurred. Most of the cases of sickness were of a mild form. In the spring there were several cases of lung and throat diseases, but they were all of a mild type.

The improvement of the girls, in a short time after entrance to the school, is very marked. The complete change from their previous life, when brought under such good hygienic rules, makes a great improvement in their physical and mental condition. Many of the girls are suffering from different forms of hereditary taint, and of course many of the diseases have assumed a chronic form.

The great want now, as it always must be until some new accommodations are provided, is suitable provisions for the sick. It is fortunate we have been so exempt from severe continued diseases.

Trusting this matter of accommodation for the sick will soon receive the attention its importance demands,

I am, respectfully yours.

F. E. PORTER., M. D.

LANCASTER, October 1, 1875,

FARMER'S REPORT.

To the Trustees of the State Industrial School for Girls.

GENTLEMEN :—I herewith present to you my Eighth Annual Report as Farmer for the State Industrial School. The year just closing has been an average one for the growth of crops. There has been some falling off in the quantity of hay cut this season in comparison with former years. Fruit, also, is very scarce, it being the odd year; only a few barrels for fall use, and poor in quality. Most of the field crops are good, especially the white beans, which are unusually fine. Corn and potatoes have done well, although the potatoes are diseased to a limited extent. Vines have done very well, and a good supply of squashes has been harvested for winter use. Of garden vegetables there has been no lack, and a large quantity of pease, beans, sweet corn and tomatoes has been raised and used in the families of the institution.

The yield of roots is good, and a large amount will be harvested, which will, in a measure, compensate for the falling off in the amount of hay. The strawberry plants I set last spring are looking remarkably fine, and promise well for the future, as also the rhubarb and currants planted last fall.

Fourteen acres have been under the hoe the present season, besides five in rye and oats.

The dairy has done well the past season, and is in good condition; no loss has occurred from any source, and the amount of milk produced the year past has met the demands of the school. The live-stock of the farm consists of eighteen cows, one yearling heifer, one three-year-old Ayrshire bull, five calves, five horses, seven hogs and fifty fowl.

An increase in the valuation will be noticed, caused by the growth and purchase of stock, also by procuring various farming utensils.

The life of the farmer is no holiday pastime, but hard, persistent labor, watchfulness and care; and, by having had all these requisite constantly in view, we lay before you the result of our stewardship.

The following table will show the amount and value of the productions of the farm the present year:—

STATE FARM, *in account with F. WHITNEY, Farmer.*

1874.		DR.	
Oct.	Value of stock on hand,	\$2,080	00
	of farming tools and carriages,	1,950	00
	of produce on hand,	2,780	00
	Expenses of the farm for the year (including		
	labor for institution, etc.),	3,293	81
	Salary of the Farmer,	800	00
	Balance,	717	94
			<hr/>
		\$11,621	75

1875.		CR.	
Oct.	Value of stock on hand,	\$2,545	00
	of farming tools and earnings,	2,503	00
	of produce on hand,	2,880	50
	of summer fruits and vegetables,	400	00
	of sales during the year,	331	65
	of pork for institution,	165	00
	of keeping horses for institu-		
	tion,	375	00
	of rent of pasture, eggs and		
	poultry,	64	00
	of meal for institution,	80	00
	of milk for institution,	1,402	60
	of labor for institution,	875	00
			<hr/>
		\$11,621	75

Respectfully submitted.

FREDERICK WHITNEY.

LANCASTER, October 1, 1875.

LIST OF OFFICERS, WITH THEIR SALARIES.

Loring Lothrop, . . .	<i>Superintendent, . . .</i>	\$1,500 00
Lucy A. Proctor, . . .	<i>Superintendent's Assistant, .</i>	400 00
Lucy F. Ayres, . . .	<i>Matron Family No. 1, .</i>	400 00
Sarah E. Alford, . . .	<i>" " No. 2, .</i>	400 00
Rebecca M. Bigelow, . . .	<i>" " No. 4, .</i>	400 00
Juliet M. Wilder, . . .	<i>" " No. 5, .</i>	400 00
Arabella A. Somes, . . .	<i>Assistant Matron No. 1, .</i>	350 00
Lucy M. Miller, . . .	<i>" " No. 2, .</i>	350 00
Maria E. Morse, . . .	<i>" " No. 4, .</i>	350 00
Sarah M. Proctor, . . .	<i>" " No. 5, .</i>	350 00
Martha F. Boyd, . . .	<i>Housek'r Family No. 1, .</i>	275 00
Josephine E. Walter, . . .	<i>" " No. 2, .</i>	275 00
Harriet M. Symonds, . . .	<i>" " No. 4, .</i>	275 00
Charlotte A. Stratton, . . .	<i>" " No. 5, .</i>	275 00
Celia F. Nutting, . . .	<i>Teacher in work-room, .</i>	350 00
Francena E. Porter, M. D., .	<i>Physician, without support,</i>	200 00
Frederick Whitney, . . .	<i>Farmer, " "</i>	800 00
Frank B. Fay, . . .	<i>Treasurer, " "</i>	200 00
Henry C. Greeley, . . .	<i>Steward, " "</i>	100 00

TWENTIETH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

NORTHAMPTON.

OCTOBER, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).
1876.

OFFICERS OF THE NORTHAMPTON LUNATIC HOSPITAL.

TRUSTEES:

HENRY L. SABIN, M. D.,	.	.	.	.	.	<i>Williamstown.</i>
HON. EDMUND H. SAWYER,	.	.	.	.	.	<i>Easthampton.</i>
EDWARD HITCHCOCK, M. D.,	.	.	.	.	.	<i>Amherst.</i>
SILAS M. SMITH, Esq.,	.	.	.	.	.	<i>Northampton.</i>
ADAMS C. DEANE, M. D.,	.	.	.	.	.	<i>Greenfield.</i>

RESIDENT OFFICERS:

PLINY EARLE, A. M., M. D.,	.	.	.	.	.	<i>Superintendent.</i>
EDWARD B. NIMS, M. D.,	.	.	.	.	.	<i>First Assistant Physician.</i>
SAMUEL M. GARLICK, M. D.,	.	.	.	.	.	<i>Second Assistant Physician.</i>
WALTER B. WELTON,	.	.	.	.	.	<i>Clerk.</i>
ASA WRIGHT,	.	.	.	.	.	<i>Farmer.</i>
DANFORD MORSE,	.	.	.	.	.	<i>Engineer.</i>

TREASURER:

PLINY EARLE,	.	.	.	.	.	<i>Northampton.</i>
Office at the Hospital.						

SUBORDINATE OFFICERS:

JEREMIAH E. SHUFELT,	.	.	.	.	.	<i>Male Supervisor.</i>
LUCY A. GILBERT,	.	.	.	.	.	<i>Female Supervisor.</i>
F. JOSEPHUS RICE,	.	.	.	.	.	<i>Steward.</i>
MARY E. WARD,	.	.	.	.	.	<i>Seamstress.</i>
ISABELLE HALLADAY,	.	.	.	.	.	<i>Laundress.</i>
CHARLES ZIEHLKÉ,	.	.	.	.	.	<i>Baker.</i>

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor of the Commonwealth, and the Honorable Council.

In accordance with both custom and law, we hereby present to you another Annual Report of the Northampton Lunatic Hospital,—the twentieth which has been rendered since the foundations of the building were laid, and the eighteenth since it was opened for the reception of patients.

The score of years over which those reports extend, constitutes an important period in the history of insanity in Massachusetts. At its beginning, the hospitals at Worcester and Taunton were the only state institutions for the insane, and they contained five hundred and ninety-eight patients. Although the law-making branches of the government of the Commonwealth had been convinced of the necessity of further provision for this class of persons, and had authorized the construction of this hospital, fortifying the enabling act with a suitable appropriation from the treasury, yet, after the building was begun, a sentiment adverse to its construction was rapidly propagated throughout the State. The cry was raised that the institution would never be needed, and this, with other arguments, became so effective, that, in a subsequent legislature, the whole thing would have been stopped had not a few of the members who were its friends, most of them from the western counties, used every exertion to prevent that result. Fortunately, indeed, those efforts were successful,—how fortunately, those alone can fully compre-

hend who have not only been familiar with the subsequent history of the institutions, but have been so far at least connected with them as to understand the difficulties consequent upon the rapid increase of the number of the insane.

Let us examine for a moment the changes which have occurred in the course of that twenty years. This hospital was erected, and its rooms have become occupied, not merely by two hundred and fifty patients, the number for which it was ostensibly designed, but, as hereafter shown, by four hundred and seventy-six. Meanwhile, the so-called "receptacle" for the insane, a department of the State Almshouse at Tewksbury, has been established, with provisions for the support of three hundred patients. It now contains two hundred and eighty-six. At the Worcester hospital the number of patients has risen from three hundred and thirty-six on the 30th of November, 1855, to four hundred and seventy-eight at the present time, and a new establishment, with accommodations for from four hundred to five hundred patients, is now in process of construction..

At the Taunton hospital there was a gradual and rapid increase of patients until the number was largely in excess of its ability healthfully to shelter; and, after a period of overcrowding, extending through a series of years,—so long that it might appropriately be termed chronic,—relief was granted by the legislature, and the buildings enlarged by the addition of two wings, with accommodations for two hundred patients. The number now in the Taunton hospital is six hundred and two.

From these statistics it will be perceived that the seers of twenty years ago, whose unanointed vision could discern no prospective need of the Northampton hospital, were greatly mistaken. *Then*, the state institutions, as before mentioned, contained but five hundred and ninety-eight patients; *now*, they have one thousand eight hundred and forty-two; and still another hospital, that at Danvers, has been founded by the State, and its buildings are far advanced toward completion.

During this period of augmentation of disease with a rapidity outstripping the growth of means for its *proper* care and treatment, it has been our desire that this institution should do its part in bearing the burden. It has endeavored to

accommodate itself to the necessities of the State, and to conform to the spirit of the statutory laws under which it exists and acts. In his report, hereto appended, the Superintendent has shown that, as the insane within the Commonwealth, and especially those who are dependent upon it for support, became more and more numerous, we provided, so far as practicable, for their accommodation, by the dismissal of patients from other States, although that step was seriously detrimental to the pecuniary interests of the institution under our charge.

The average daily population of the hospital for the year just closed differs but little from that of the next preceding year. That difference is an increase of a small fraction less than six. Had not the recently erected additions to the Taunton hospital been completed and opened, this increment would undoubtedly have been much larger, provided that the buildings here had been sufficiently elastic for the purpose.

The number of patients in the house September 30, 1874, was four hundred and seventy-six,—two hundred and twenty-five of whom were men, and two hundred and fifty-one women. Since that date, seventy-five men and seventy-eight women, a total of one hundred and fifty-three, have been received. This makes the whole number of patients in the course of the year, six hundred and twenty-nine,—of whom three hundred were men, and three hundred and twenty-nine women.

The number of patients who left the hospital was one hundred and twelve,—fifty-four of them being men, and fifty-eight women; and there were forty-one deaths,—twenty-three of men and eighteen of women. The number remaining in the hospital at the close of the fiscal year, September 30, 1875, was four hundred and seventy-six,—of whom two hundred and twenty-three were men, and two hundred and fifty-three women.

The largest number on any one day of the year was four hundred and eighty-nine, on several days in March; and the smallest, four hundred and sixty-four, on several days in December. The daily average number for the year was four hundred and seventy-five.

8 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

The condition, upon leaving the hospital, of the one hundred and twelve who were discharged, was: recovered, twenty-nine; improved, forty-five; unimproved, thirty-eight. There were forty-one deaths: The mortality was considerably larger than in either of the next two foregoing years, but still very nearly the same as the average for the whole period during which the hospital has been in operation. It was smaller, indeed, than might reasonably have been expected, in view of the debilitated physical condition of a large proportion of the patients.

There has been no pause, in the course of the year, in the progress of repairs and improvements. The steam used in warming the building, in cooking, and as a motive-power for the ventilating-fan and the machinery of the laundry and the shops of the engineer and the carpenters, has been generated in four boilers of fifty-horse power each. Some of these had already, in former years, been overhauled and patched, and they were all so old and so liable to fail in time of need, that it was thought most prudent to put in new ones. As a matter of both convenience and economy, it was considered best, in making the change, to have fewer but larger boilers. Accordingly it was decided to have three boilers of eighty-horse power each. This increases the total power about one-fifth. But it is believed that one of the boilers will be sufficient for all the necessities of the summer season, whereas it has frequently, heretofore, been necessary to use two; and that two of them will suffice for the winter, with the exception of a few of the coldest days.

Four parties entered proposals for the making of the boilers, and, after due consideration of them, the contract was awarded to the firm of Coghlan & Mullen, of Holyoke. Soon afterwards that firm was dissolved, and the contract was assumed and satisfactorily filled by their successor, Mr. Benjamin F. Mullen. The boilers were set under the supervision of Mr. Morse, the engineer of the hospital; and all the work upon the pipes, the adjustment of fittings, etc., was done by him and the night-engineer. As yet they have not been sufficiently tested to prove their quality, but, so far as can now be determined, there is no reason to doubt their excellence.

The floors of three halls, or corridors, of one associated dormitory, one dining-room, one attendant's room, and nineteen single bedrooms for patients, have been relaid, all of them with southern pine, except a few of the single rooms. In these the best of the maple boards of the old floors, trimmed and split to a width of about three inches, were used. This material makes a handsome, substantial and very durable floor. Of the twenty-four halls for patients, the floors of twenty-three have now been relaid. That of the twenty-fourth—one of the smallest halls—was originally good, and will, apparently, so continue many years.

The six elevators, or dumb-waiters, by which food is conveyed from the basement to the dining-rooms of the patients, have always been a source of annoyance from their imperfections of construction. Their demands for repairs have been almost continual. The elevating machinery was defective in both design and execution, and the interior of the shafts was plastered upon lath. The machinery worked but poorly, and the plaster was constantly being knocked off, and falling upon the food. To remedy these defects, they have been wholly reconstructed. The shafts, after the removal of the remains of the plaster, were lined with a sheathing of boards, and the movable platform, as well as the machinery, newly made upon principles of action different from the old ones. The result is highly satisfactory. The elevator may be worked by one person, and that person may be in either of the four stories (including basement) through which the elevator extends; and the lengthening and shortening of the rope, by changes of humidity of the air, is of no detriment to the working of the machinery.

Two large store-rooms have been made in the attic of the central building, and the walls of the chapel and of the rotunda, throughout its four stories, have been painted in oil, and panelled. Of minor improvements within doors, there are many.

The efficiency of the large ventilators placed, three years ago, upon the roofs of the central building and the wings, has been so satisfactory, that three more, of less dimensions, have been put, one each, upon the roofs of the chapel, the rear building, and the carpenter's shop.

10 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

A building fifty feet by twenty-four, and one and a half stories in height, has been constructed, as a lean-to, at the west end of the barn, and is essentially an addition to that building. The lower story furnishes stable-room for cattle, of which there was insufficient; and the loft above, the floor of which is upon a level with the main floor of the barn, will be convenient as a deposit for hay, of which it will hold, by estimate, about eighteen tons.

The old three-fourths-inch water-pipe leading from the house to the barn and the horse-stable, was taken up in the early part of the summer, and new inch pipe laid. The aggregate length is over one thousand feet.

The main pipe running from the house, nearly sixteen hundred feet, to the Mill River valley, where it connects with the public water-works, is old, and has, in one instance, burst in winter. It was not thought prudent to permit so important a work to remain any longer in a doubtful condition. New four-inch pipe has been purchased to replace it, and men are now engaged in making the change.

The causeway begun last year, as a viaduct for the main sewer across the valley in the meadow, to the reservoirs, has been completed. The masonry—of granite and cement—in its walls, is computed at 5,472 cubic feet. The stone was mostly taken from a deposit of bowlders in the bed of Mill River, which bounds the meadow upon its northerly side. The removal of them has so improved the river-bed, that those inundations of the meadow which heretofore occurred almost every year, at the breaking up of winter, are probably prevented in the future.

At the foot of "Hospital Hill," and adjoining the hospital farm upon its eastern boundary, lies a tract of about five and a half acres of land, upon which, one year ago, there were eight small dwellings, with some minor outhouses, a steam saw-mill, with its surrounding piled or scattered logs, and a brick-yard, with its appropriate machines and implements. How useful soever, in the industrial interests of the town, these buildings might have been, they were never regarded as peculiarly ornamental to the adjoining property of the Commonwealth. Picturesque they might have been, had they been situated in one of the valleys of the White Mountains;

but even an insanely sentimental artist would never have dared to place them in the foreground of a picture of a highly cultivated farm, and a building so large as this hospital, and having its pretensions to architectural comeliness. This tract belonged to three proprietors. By a combination of circumstances it all came into the market, and, though hesitating on account of the price, we at length decided to purchase it. The total cost was \$3,825. The money has been paid from the working fund of the hospital; and the mill, the machinery and six of the dwellings, none of them included in the purchase, have been removed. The most unpleasant feature of the landscape, in the approach to the hospital, has thus been destroyed, and its reëxistence prevented.

Twelve monthly meetings of the Board have been held in the course of the year, and one adjourned meeting for the purpose of completing the annual returns to the State Executive. The custom of inspection of the hospital, and, more particularly, the halls of the patients, has been continued. The halls have at all times been in good order, and the patients apparently as comfortable as their condition would permit. Looking back over a period of ten years, and remembering the condition of the establishment as it then was, we are forcibly struck with the contrast. Gradually, from year to year, the building has been greatly improved. The interior aspect of the apartments for patients has been wholly changed for the better. The conveniences and the comforts of the patients have been much increased, and many of the luxuries of life have been added. By these means, together with the additional professional care secured by the increase of the medical staff, the establishment has been elevated in character, both as a residence and as a curative institution, and thus presents greater claims to be worthy of the name *hospital*.

In October last, almost at the beginning of the fiscal year, Dr. Alonzo S. Wallace resigned the office of Second Assistant Physician, which he had filled satisfactorily to us, and with much credit to himself, to assume the duties of Assistant Port Physician at Boston. Dr. Samuel M. Garlick was appointed as his successor in this hospital, and has hitherto performed the duties of the position in a manner meriting our entire approbation.

12 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

In this connection, it may not be improper for us to allude to the comparative infrequency of change of either officers, sub-officers or employés of the institution. The subject is discussed by the Superintendent; and in the conclusion to which he arrives,—that in this fact may be discovered one of the elements of the successful management of the hospital,—we fully concur.

The earnings of the hospital, for the board of its inmates, in the course of the fiscal year, were as follows:—

For state patients,	.	.	.	.	.	.	\$50,284 50
town patients,	.	.	.	.	.	.	23,687 50
private patients,	.	.	.	.	.	.	19,830 63
							<hr/>
Total,	.	.	.	.	.	.	\$93,802 63

The receipts of money from all sources, as well as the expenditures thereof, are given, in total, and, to some extent, in detail, in the report of the Treasurer.

The auditors of the accounts have performed their duty, and report that every disbursement is authenticated by a proper voucher. According to the balances, there were, on the 30th of September, 1875,—

Cash assets available for future use,	.	.	.	.	\$25,083 10
And liabilities (bills payable),	.	.	.	.	7,566 58
					<hr/>
Balance of cash assets,	.	.	.	.	\$17,516 52

The purchased provisions and supplies now on hand, are estimated to have cost a little more than \$16,000.

The hospital has paid its current expenses for the year, made the various repairs and improvements either mentioned or alluded to above, and cancelled the debt for its purchases of real estate, leaving the amount of its net cash assets and provisions and supplies only \$146.26 less than it was at the beginning of the year.

The executive officers of the institution retain our undiminished approbation and confidence; and we believe that

such of our fellow-citizens as may, unfortunately, require the ministrations of a hospital like this, for relatives or friends, can bring them here with an assurance that they will be thoughtfully and kindly cared for.

HENRY L. SABIN,
EDMUND H. SAWYER,
EDWARD HITCHCOCK,
SILAS M. SMITH,
ADAMS C. DEANE,
Trustees.

NORTHAMPTON, Oct. 13, 1875.

TREASURER'S REPORT.

To the Trustees of the Northampton Lunatic Hospital.

The receipts and the disbursements of money for the institution under your direction, for the fiscal year ending with the 30th of September, 1875, were as follows:—

RECEIPTS.

Balance in hands of Treasurer, September 30, 1874, .	\$1,847 95
Received for board and contingencies of private patients,	20,808 11
for board and contingencies of town patients,	24,817 40
for board and contingencies of state patients,	52,571 98
for animals and produce sold,	654 08
for sundry accounts,	1,687 14
	<hr/>
Total,	\$102,386 66

DISBURSEMENTS.

For provisions and supplies,	\$29,973 69
fuel,	8,335 53
gas and oil,	1,157 82
water,	758 34
salaries and wages,	21,341 28
medical supplies,	1,636 78
furniture, beds and bedding,	3,888 79
clothing and dry goods,	4,365 98
contingencies,	1,898 83
farm,	3,674 12
farm stock,	683 00
farm wages,	3,084 67
repairs and improvements,	8,214 59
Steam boilers and fixtures,	5,579 00
	<hr/>
Amount carried forward,	\$94,592 42

<i>Amount brought forward,</i>	.	.	.	.	\$94,592 42
For Clarke orchard (balance due),	.	.	.	.	1,377 32
5 acres 66 ⁸² / ₁₀₀ rods land (S. Day's estate),	.	.	.	.	2,025 00
house and lot (Oliver Edwards),	.	.	.	.	1,050 00
house and lot (Smith & Prindle),	.	.	.	.	750 00
miscellaneous expenses,	.	.	.	.	1,463 79
Balance in hand of Treasurer, September 30, 1875,	.	.	.	.	1,128 13
					<hr/>
Total,	.	.	.	.	\$102,386 66

PLINY EARLE,
Treasurer.

NORTHAMPTON, Oct. 13, 1875.

The undersigned, a committee appointed to audit the accounts of the Treasurer, have attended to the duty assigned to them, and report that they have examined the books and accounts of the Treasurer, and have found proper vouchers for all entries made.

EDMUND H. SAWYER.
A. C. DEANE.

NORTHAMPTON, Oct. 13, 1875.

SUPERINTENDENT'S REPORT.

To the Trustees of the Northampton Lunatic Hospital.

The expiration of another official year calls for the accustomed periodical report ; and the answer to that call is hereby respectfully presented.

Reverting to the history of the hospital from the time at which it was opened, it is found, as might be expected, that, at several periods, the extent of its operations has been essentially affected both by its own rules, as embodied in the decisions of the Trustees, and by circumstances external to, and independent of, itself. The influence of an agent of the latter kind has been witnessed during the past year. The opening of the new wings of the Taunton Hospital, whereby domiciliary conveniences for two hundred persons have been added to that institution, has materially reduced the number of admissions at Northampton. In the fiscal year 1872-73, that number was one hundred and eighty-one ; and in the year 1873-74, one hundred and ninety-three ; whereas, in the year 1874-75, it was but one hundred and fifty-three. The number of entries in the register of patients was increased from 2,670 to 2,854, both inclusive, which would indicate one hundred and fifty-five admissions. Two of these, however, are omitted for reasons about to be assigned.

A large majority of patients whose expenses are defrayed by individuals, are committed to the hospital by their friends, under that form permitted in the statutory law, by which the intervention of a legal tribunal is avoided. A certificate of insanity, signed by two physicians ; a certification, by one of the selectmen of the town, or the mayor of the city, in which the insane person resides, that he has been informed, in writ-

ing, of the intended commitment; an application for admission, signed by a relative or friend of the person; and a properly executed obligation for the payment of expenses, are all the essential requisites for admission.

It sometimes happens that the means of support of a person so admitted become exhausted, and the necessity arises of looking to public beneficence as the only resource. If the person has a legal settlement within the State, that beneficence must come from the town wherein that settlement is established; if he has no such settlement, it must come from the treasury of the Commonwealth. But the hospital has no power to charge, to either town or State, the expenses of a person admitted upon papers such as have been described. That power exists in those cases alone in which the person has been committed by one of the courts. • Consequently, if the responsibility for support is to be transferred from individuals to the public, the patient, *although in the hospital*, must be formally committed by one of those civil tribunals.

Two such instances have occurred here in the course of the past year. In one of them the patient had been in the hospital sixteen years; in the other, somewhat over one year. Both of them were [re]committed by the probate court, and received new numbers on the register, *although neither of them left the house*. As they did not leave the house, and were *not* discharged, they are not included in the table of general statistics, in any other way than as if they had not been recommitted.

It has been customary, at some places, to treat such cases as if there were a *bona fide* discharge from, and a *bona fide* readmission into, the hospital. Pursuing this practice, we should have increased the number of admissions and discharges, each by two, when, in fact, there was *no* discharge and *no* admission.

It was thought best to make this explanation, not alone for the purpose of throwing light upon the case in hand, but as an illustration of one of the methods by which some of the most valuable statistics of insanity in Massachusetts have been so deplorably corrupted as to render them practically valueless.

18 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

The movement of the population of the hospital during the year is shown by the following table :—

General Statistics, 1874-75.

	Males.	Females.	Totals.
Patients in hospital, September 30, 1874, . . .	225	251	476
Admitted from the general population, . . .	58	49	107
Transferred from the Worcester Hospital, . . .	15	24	39
Transferred from Tewksbury State Almshouse, . . .	2	5	7
Total of admissions within the year, . . .	75	78	153
Total of patients within the year, . . .	300	329	629
Discharged, including deaths, . . .	77	76	153
Remaining, September 30, 1875, . . .	223	253	476

Condition of Patients Discharged.

Recovered,	16	13	29
Improved,	21	24	45
Unimproved,	17	21	38
Died,	23	18	41
Totals,	77	76	153
Daily average number of patients,	225.37	249.98	475.35
Least number on any day; several days in Dec., . . .	—	—	464
Largest number on any day; several days in March, . . .	—	—	489

It will be perceived that the total number of actual admissions is the same as that of discharges, including deaths, and that, consequently, the whole number of patients remaining in the hospital at the close of the year is identical with that at its beginning. A reduction of two, in the number of men, is compensated by an increase of two in that of women.

The aggregate number (629) of patients in the course of

the year is larger by three than in the next foregoing year, and the largest in the history of the hospital.

The daily average number in the house exceeds, by 5.81, that of any former year.

The population of the hospital was far less fluctuating, in both frequency and extent, than in the next preceding year. The variation between the lowest and the highest daily number was but twenty-five, whereas, in 1874, it was sixty-five.

Of persons received directly from their homes or residences, the number was *two* less than in the next previous year; while the transfers from the other state hospitals diminished nearly one-half.

Three persons—one man and two women—were received twice each. It consequently follows that, although there were one hundred and fifty-three *admissions*, only one hundred and fifty *persons*—seventy-four men and seventy-six women—were admitted. These are the numbers, then, which will be placed in all the subsequent tables of this Report, where the fact presented relates more properly to the person than to the admission, or to the disease, and where a repetition of the fact would become a source of statistical error.

The number of readmissions of persons who, in earlier years, had been treated in the hospital, was twenty-seven, of which thirteen were of men and fourteen of women. The proportion of these, as compared with the whole number received, was eighteen per cent., or somewhat less than one-fifth. This was the second admission of fifteen of them, the third admission of six, the fourth of three, the fifth of two, and the seventh of one. At the time of discharge from the hospital, on their *former* admission, seven of them had been recorded as recovered, twelve as improved, and eight as unimproved.

Here follows the table, now customarily introduced, by which is shown the history of the persons admitted, so far as the fact of their former entrance or non-entrance to hospitals is concerned :—

20 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

Relation to Hospitals of the Persons Admitted, 1874-75.

	Males.	Females.	Total.
Never before in any hospital,	44	32	76
Former inmates of this hospital,	8	6	14
of other hospitals in this State,	17	26	43
of hospitals in other States,	—	2	2
of this hospital and of other hospitals in this State,	4	6	10
of this hospital and of hospitals in other States,	1	2	3
of other hospitals in this State and of hospitals in other States,	—	2	2
of this hospital, of other hospitals in this State, and of hospitals in other States,	—	—	—
Total of persons,	74	76	150

In regard to seventy-six, or 50.66 per cent. of the persons, this was their first time of resort to any hospital. This proportion of original admissions is decidedly larger than in either of the last few years. In 1871-72, it was but forty per cent. ; in 1872-73, 39.22 per cent. ; and in 1873-74, 38.34 per cent. The increase, however, appears to be merely the consequence of the largely diminished number of direct transfers from the other state hospitals, and consequently is more apparent than real.

As heretofore, and for reasons expressed in a former report, the patients brought from the State Almshouse at Tewksbury are included in the cases of direct commitment.

MONTHLY ADMISSIONS.

The comparative number of admissions in the several months, respectively, is a matter of some interest in a scientific point of view. Although the delay, after the first invasion of the disorder, in bringing the person to the hospital is generally so great as to render the month of admission no indication of the month of origin, or attack, yet, as in a large majority of cases the persons are not brought to the hospital so long as

they can be cared for at home without great annoyance or discomfort, there is, theoretically at least, some probability of coincidence between time of admission and time of full development of the disorder.

The first table in the Appendix is so arranged as to show the number received in each month. As shown in the first division of it, the largest number of commitments was in July, the next in April, and the next in January,—one of the hottest, one of the coldest, and one of the medium months in regard to temperature. The least number was in November, the next in February, and the next (eight) in two months,—May and September; the whole including a range of three of the natural or calendar seasons, the excepted season being the coldest. Grouping the admissions according to the calendar quarters, or seasons, the numbers received were: in spring, twenty-seven; in summer, thirty-two; in autumn, twenty-eight; and in winter, twenty-seven. Uniting them again, and making but two divisions, the number received in the six months of highest temperature, was sixty-two; and that in the six months of lowest temperature, fifty-two. In regard to the patients brought from other hospitals, the time of transfer probably depended upon conditions but little related to meteorological phenomena.

STATUS OF PATIENTS.

Seventy-four of the persons received were placed upon the list of recipients of the bounty of the Commonwealth, fifty-two were supported by towns and cities, and twenty-four by individuals.

In reference to all the patients (629) in the house, eighteen interchanges between the classes, or transfers from one to another, occurred in the course of the year. The means of support of five private patients having failed, towns took charge of two of them, and the State of three. One town patient was transferred to private charge, three town patients to the State, and nine state patients to towns.

Of the one hundred and fifty-three patients who left the hospital, or were discharged by death, one hundred and one were beneficiaries of the State, and thirty-two of towns and cities, while twenty were supported by personal funds; and

of the four hundred and seventy-six remaining in the hospital at the close of the fiscal year, two hundred and sixty-two received their support from the State, one hundred and thirty-nine from towns and cities, and seventy-five from private sources.

CLASSED AVERAGE OF PATIENTS.

The records of the hospital prior to the year 1864 furnish no means of ascertaining, at any regular periods, the comparative or actual numbers of patients as they are now classified. In the monthly reports to the board of trustees, all the inmates are arranged in two divisions,—paupers, and boarders or private patients.

Soon after the creation of the board of state charities, this generalization of the first of those divisions was abandoned, and thenceforth the status has been reported under three heads,—state patients, town patients, and boarders or private patients. During the first two years, however, of the intervening period, there are no records here by which the number in each class can be learned at periods of less than one month. The statistical history upon this point of those two years is condensed in the following table:—

Classed Monthly Average of Patients.

OFFICIAL YEAR.	State Patients.	Town Patients.	Private Patients.	Total.
1864-65,	225.10	48.16	69.83	343.25
1865-66,	252.16	50.58	75.58	378.33

From the 1st of October, 1866, we are enabled to present these averages at the more frequent periods of one week each.

Classed Weekly Average of Patients.

OFFICIAL YEAR.	State Patients.	Town Patients.	Private Patients.	Total.
1866-67,	261.96	49.46	89.75	401.17
1867-68,	262.65	47.92	103.06	413.63
1868-69,	248.52	54.98	101.46	404.96
1869-70,	236.19	65.04	107.23	408.46
1870-71,	234.10	77.07	118.38	429.55
1871-72,	226.96	89.57	112.27	428.80
1872-73,	248.02	99.23	90.	437.25
1873-74,	284.48	102.88	82.06	469.42
1874-75,	274.35	128.34	72.46	475.15

The average of state beneficiaries, which rose very rapidly, and attained its highest range in the years 1873-74, retrograded a fraction more than ten in the years just ended. But a remarkable movement in the opposite direction was made by the wards of towns and cities. During the next preceding seven years, there was a gradual but constant augmentation of that class, at the average rate of about nine annually; and at the close of September, 1874, the number in the house was one hundred and ten. From that date the increase was so rapid as to elevate the weekly average for the year a fraction more than twenty-five, and to leave the number in the hospital at the close of September, 1875, one hundred and thirty-seven.

The policy, explained in another place, which has been pursued by the controlling authorities of the institution in regard to the admission of persons non-resident in Massachusetts, accounts chiefly for the retrocession of numbers in the column of private patients, from their highest point, in 1870-71. The reduction during the past year is in part explained by the fact that the support of five private patients was transferred to public authorities, two to towns, and three to the State. There is little probability that the average of private patients will recede much farther.

RECOVERIES.

A year ago it was asserted, in the annual report, that "not nine-tenths alone, but nearly nineteen-twentieths of the patients here are incurable. So long as the population of the hospital is of such a character, restorations must be infrequent, and limited almost exclusively to a part of the few cases of recent origin annually admitted." Instead of "nearly," in the first sentence of the extract, the word "quite" might have been inserted, not merely without exaggeration, but probably still falling short of the melancholy truth. The number of patients at that time was four hundred and seventy-six. One-twentieth of that number, as nearly as it can be obtained in units, is twenty-four. Within the intervening year, eighteen of those patients have been discharged with the record "recovered." There is some prospect that two or three more may hereafter be added to the number, but the probability is small that the complete one-twentieth of recoveries will be attained.

Such being the facts in regard to the curability of those who were of the household one year ago, what, in the same direction, may be said of those who have been received within the now by-gone year? Even here the prospect is but little more pleasing or encouraging. As already stated, one hundred and fifty *persons* were admitted. Thirty-nine of these were transfers from other hospitals, and one hundred and eleven, including seven from the State Almshouse, were committed from the general population.

It is generally understood that the state authorities do not remove patients to this hospital from those in the eastern section of the State, until the probability of restoration has passed. The curables are retained in the more easterly institutions, as a matter of economy in the expense of transportation in the event of recovery. The thirty-nine transfers, then, were supposably incurables. Nevertheless, two of them have improved, and there is fair promise of their restoration.

Of the one hundred and eleven persons classed as directly committed, not more than twenty-seven, or about one-fourth of them, could be regarded as curable. The remaining three-fourths appear to be hopelessly insane. In all my experience

in institutions of this kind, I have no recollection of a year in which the admissions offered so cheerless a prospect for restoration as the one just departed. Two of the twenty-seven belonged in other States, and were removed thither before the lapse of sufficient time to test their curability. Eleven have already left the institution recovered. Of the remaining fourteen, the result of treatment remains in the unrevealed future. Should that result be unfavorable in some instances, it is possible that a compensation, so far as relates to the number of curables is concerned, may be granted in the restoration of some who are looked upon as incurable. Nature sometimes keeps her own secrets in these matters, and occasionally makes surprises, not in cures alone, but in their opposite, which confound the wisdom of the wise, and bring to naught any pretensions to infallibility of foresight. From all this, it follows, that the hospital is now left with fewer curables, both actually and relatively to its population, than it had at the beginning of the last official year.

Of the twenty-nine persons discharged recovered, eighteen were supported by the State, six by towns or cities, and five by themselves or their friends.

A few remarks relative to these persons and their disease may throw some light, not upon their cases alone, but, perhaps, by reflection, upon the general subject of insanity, and its amenability to restorative measures.

In no less than twelve of the twenty-nine persons, the mental disorder was attributed, and, so far as appears, correctly attributed, to intemperance in the use of intoxicating drinks. Neither of them, when committed, was suffering under delirium tremens; but in all of them there was something more of mental disorder than that condition which accompanies habitual inebriety. Most of them were properly classed as maniacs; but with several it was that temporary mania from which recovery is soon gained by abstinence from its cause, and a proper course of medication. One of them remained in the hospital but fifteen days, another seventeen days, and three others less than two months each. In two instances the disorder took the paroxysmal form, with comparatively lucid intervals alternating with the highest and most boisterous excitement. The duration, in these cases, was more pro-

tracted, and each of the patients was in the hospital more than two years. In three it assumed the form of dementia, with that apathy, stupidity and apparent imbecility which is often the sequel of chronic mania. Improvement in two of these was slow, but at length their recovery appeared to be perfect. One of them was under treatment about ten months. The other was an exceedingly interesting case, inasmuch as throughout the first two years of his residence here he was believed to be past recovery. From that time his amendment, though slow at first, was constant, and was hastened when he began to work out of doors. He was here nearly three and a half years.

Four of the twelve persons had been previously treated at this hospital; three of them once each, and one of them three times. Exemption from the disease in future, in nearly all of the twelve cases, will probably depend upon the conduct of the persons respectively. Abstinence from the indulgence provocative of the mental disorder is the course most likely to secure that exemption. A return to the habit which originally caused the malady is by a path upon which the malady will probably be prepared to meet them at a point not far remote.

Among the other discharges counted as recoveries, there is one which is worthy of attention in this connection, as a representative of a class of cases which have been the source, if not of error, at least of misunderstanding, in the statistics of insanity, and in regard to which there is a difference of opinion among alienists. The class of cases alluded to is that in which the disease appears at intervals, differing in length with different persons, and sometimes with the same person. If these intervals be of equal length, the cases are termed *periodical*. If they be unequal, and particularly if they greatly differ in length, the cases are more properly termed *recurrent*. The special case in question is that of a woman in whose family insanity is inherited from direct ancestry. She has been received into the hospital seven times in the course of the last eight and a half years, and discharged *improved* three times, and *recovered* four times. When permitted to remain sufficiently long in the hospital, her recovery appeared to be perfect. A sister, who was here eleven years

ago, was discharged recovered. A brother, who had previously been in a hospital in a neighboring State, was received for the first time here in 1871. He has been discharged once as *improved*, and three times as *recovered*; and he is now here upon his fifth admission, in a condition which justifies but little hope of restoration. Thus the case in question is interesting, not alone for its periodicity, or recurrence, but, taken in connection with the last two cases mentioned, as an illustrative instance of heredity.

The errors or misunderstandings springing from the periodical and recurrent case, are the result of the numerous admissions, and the consequent multiplied results, whether of improvement or recovery. In this woman's case, the statistics of the hospital show four recoveries (to say nothing of the discharges as improved) from one person, and that person likely again to become a patient within a year. Now, as statistics are almost universally drawn up, the reader of them is not informed that these four recoveries were of one and the same person, and consequently, either consciously or unconsciously, he assumes that they were of *four persons*. He then further assumes, or infers, that each of the four persons was *permanently* cured. If using the statistics for a purpose, he founds his arguments, and honestly, too, in his own mind, upon four absolute cures of as many persons, when, in fact, he is dealing with but one person not permanently cured.

As further illustrations of this source of error, permit me to adduce a few other cases from the history of this hospital, but not included in the admissions or discharges of the year last past.

One man was discharged, *recovered*, seven times, and *improved*, once, in the course of nine years; and subsequently committed suicide at home.

One woman was discharged, *recovered*, eight times, on as many admissions, in the course of eleven years; and, not long after her last discharge, removed, with her family, to another State.

One woman was discharged, *recovered*, twice, and *improved*, four times, in the course of seven years. She has now, on her seventh admission, been a constant resident in the hospital

very nearly ten years; and here she will doubtless end her days.

One woman was discharged, *recovered*, six times, on the same number of admissions, in the course of nine years. Upon a subsequent and probably less severe attack, she was taken to one of the state almshouses. I have no later information in regard to her.

One man was discharged, *recovered*, five times, on the same number of admissions, in the course of fifteen years. It is two years since he last left the hospital, and he probably remains well. ●

One man was discharged, *recovered*, five times in eleven years, and has now been away from the hospital over three years.

One woman was discharged, *improved*, once, and *recovered*, four times, in the course of eight years, her last departure taking place three and a half years ago.

This is the record of all the persons who have been admitted into the hospital as many as five times each. Seventeen others have been received four times, and a much larger number three times each; but our present purpose demands no further cases of illustration from this source.

Here, then, are seven persons. One of them took his life with his own hands; one is, and has been for the last ten years, in the hospital; and one was last heard of in another public institution. Yet, to the statistics of the hospital, the seven have contributed *thirty-seven* recoveries, or an average of more than five each; and should the statistics of the hospital be published in mass, and without explanation, as they generally are at such institutions, the reader would have no means of knowing that the recoveries do not apply to thirty-seven different persons. But in the analysis of the cases treated here, which was published three years ago as a supplement to the Seventeenth Annual Report, the matter is set right, and made so clear that it cannot well be misunderstood.

This hospital is not peculiar in respect to these repetitions of admissions and restorations of certain patients. Every institution of the kind has its *quantum* of them; and, as a rule, the older the institution, the greater is the number of

repetitions with some of them. Some twelve months ago, the superintendent of one of the hospitals, senior to this, in Massachusetts, informed me that a patient had just left that hospital for the fourteenth time. In one of the still older hospitals, which is not in this State, one woman has been admitted twenty-six times, and discharged, *recovered*, twenty-two times. But the best illustration of the subject remains unrelated.

In one of the published annual reports of an American hospital, one woman contributes *six* to the total of recoveries, she having been discharged, *recovered*, that number of times *within the year*; and as an interesting and noteworthy comment upon the fact, before that report, not unusually delayed, was in print, she was again within the hospital, one of the most excited and noisy of maniacs. This occurred more than thirty years ago, and not in Massachusetts.

The subject of these periodical cases was afterwards introduced at a meeting of the Association of Superintendents. If I am not mistaken, it was in Washington, in the year 1846. Upon discussion, it was found, that at one other hospital, at least,—whether at more or not is not remembered,—instances of more than one recovery of the same person, within the year, had been recorded in the statistics of the annual reports. After a sufficiently thorough consideration of the subject, it was decided that no patient should be reported as recovered twice, or more, in one and the same year; and it was understood that this decision should be regarded in all future reports. How far it has been regarded and acted upon, I know not; but since that time the number of hospitals has been more than doubled, and it is probable that, of the superintendents now in charge of them, not one in ten has ever heard of that discussion, or been informed of the decision.

But let us return to the woman who recovered six times in twelve months. In the course of twenty-nine years, she was admitted into the same hospital fifty-nine times, and, of course, she contributes fifty-nine to every table of the unanalyzed and unexplained statistics of that hospital. Had she been the only woman ever admitted, and had fifty-eight, and only fifty-eight, different men been admitted, once each, and had it been neces-

sary to solve the proposition of greatest liability of the sexes to mental disease, the solution, if derived from those statistics, would necessarily have been, that females are more liable to it than males. The same may be said of several other questions in regard to insanity or its prevalence.

The records in regard to this patient show that she was discharged, *recovered* (the word used being, in some instances, *cured*, and in a few others, *well*), no less than forty-six times. And the comment upon this is, that she finally died insane in the hospital which had so frequently, and, let it here be said, so kindly and faithfully ministered to her in her great misfortune.

This woman, then, added forty-six recoveries to American statistics of insanity, although she died a maniac. Is not that contribution a source of error? Fortunately for her she resided within a few miles of an excellent hospital, and had, as a life companion, one of the best of men, engaged in a very successful business. She was thus enabled to pass the lucid intervals of her disease among her own household. Had her circumstances been of an opposite character, she would doubtless have made the hospital her constant residence. Several patients now in this hospital, and some of whom have been here from the year (1858) in which the hospital was opened, are, apparently, mentally well a larger part of the time than she; their paroxysms are less frequent, and the intervals between them longer; but, having no home to which they might resort, they remain here permanently. In every year, with every one of them, there is a period of some months in which, if they were discharged, they would, as justly as she, be entitled to the record, "recovered."

We now arrive at the difference of opinion, alluded to above, which prevails among the physicians engaged in the psychological specialty. Some of them maintain that in all these periodical and recurrent cases each access or paroxysm is a distinct *attack* of the disease, and, consequently, that if there be recovery from the paroxysm, there is, necessarily, recovery from the disease; and hence, that the record should be "recovered," for the same reasons that it would be in restoration from distinct attacks of pleurisy or pneumonia. On

the contrary, others of the specialists believe that in the lucid intervals, and more especially if those intervals be short, there is no recovery, in the proper signification of the word, from the disease; that the malady is still there, masked or concealed though it be for the moment, and that, as a necessary sequence, it is no more proper to pronounce the patient cured or recovered than it would be to do the same upon the "well days" intervening between the paroxysms of a tertian or quartan intermittent fever.

"Who shall decide when doctors disagree?"

Recurring once more to the twenty-nine reported recoveries for the year, it is a source of consolation and of pleasure that among them were several which must be considered, without reservation or doubt, as manifest cures,—decided, clear and perfect; and that, too, in persons whose constitutions are such as to justify the expectation that there will be no return of the mental disorder.

The general subject of the curability of insanity presents itself, at this point, with so enticing an aspect, that a want of time is the only preventive of an attempt at its discussion. It is believed that, while the mass of people have never given a thought to the subject, and consequently entertain no opinion in regard to it, there are some who are impressed with the idea that it is *less* curable, and a few who think it *more* curable, than it really is. The latter, perhaps, are such as do not discriminate between *cases*, or *patients*, and *persons*; and who, consequently, if reading a collection of undigested statistics which included the results of treatment in the remarkable case last mentioned, would believe that forty-six *persons* recovered, and not that *one person* recovered forty-six times. It is not improbable, also, that some have been led astray by the oft-repeated assertions of the eminent curability of mental derangement, if treated in its early stages, and the declarations of writers that, in such cases, they have cured from eighty, even up to ninety-two, per cent. But it should be remembered that all such assertions were made many years ago, when the "new broom" of the modern treatment of insanity was sweeping clean; that those assertions were based

upon the results of but a few—one of them only twenty-two, and another only thirteen—cases; and that, at the present time, no prudent man, of long experience, ventures to commit himself by assertions so extravagant.

No fact is now more firmly established than that the disease is very largely more amenable to curative treatment soon after its appearance, than it is when it has existed a year, or even six months; and hence there should be no delay in a resort to such treatment. But the results of statistics are unworthy of reliance, as the foundation of a general formula, unless those results are derived from a large number of cases. There are but few tables of the treatment of recent cases which include a large number. In the most comprehensive one which has fallen under my observation, the proportion of recoveries is a fraction less than 66 per cent.

Of the degree of curability of the disease at the time when patients are removed to hospitals, one of the best and most reliable evidences has recently appeared in the report of the commissioners in lunacy for England and Wales. This evidence is derived from the treatment of all the "insane persons, pauper and private, in the asylums, licensed houses and registered hospitals" of those countries, during the sixteen years from 1859 to 1874, both inclusive. The whole number of admissions into those establishments, in the course of that period, was one hundred and seventy-one thousand and five hundred (171,500). The "stated recoveries" for the whole period were equal to 34.01 per cent. of the admissions. "The results here," says the "Pall Mall Budget," "are drawn from a wide basis, and therefore have the greater claim upon the attention."

DEATHS.

Forty-one patients died in the course of the year. Twenty-two of them were supported by the State, thirteen by towns or cities, and six by individuals.

As usual, nearly all of the deaths were the inevitable termination of either local or general diseases of long standing. Pulmonary consumption ranks first in the list, with its fatality in fourteen cases; and two affections, paresis, or the

paralysie générale of the French authors, and exhaustion, or the final result of a gradual diminution and enfeeblement of vital energy, follow next, with a mortality of five each. The other causes of death may be learned from the appropriate table in the Appendix.

The extensive and severe epidemic of disorders of the throat, the air-passages to the lungs, and the lungs themselves, which prevailed during a part of the winter, affected a large number of our household, but proved fatal in only one instance. This was in the case of a man who for years had been debilitated by chronic general disease, and who was still further enfeebled by an attack of dysentery in the preceding summer. He died of pneumonia.

No previous malaria of winter during the last ten years has appeared so pestilential here as the one in question. Its power was such that, for some weeks, it was considered prudent for most of the patients to remain within doors; and the usual exercise abroad was consequently suspended.

In the course of remarks, in the report for 1873-74, upon the small number of deaths in that official year, this language was used: "Nor is it to be expected that this small ratio of deaths can continue much longer. With the large number of debilitated bodies and shattered constitutions now here, such continuance would appear an impossibility." The increased mortality then foreshadowed soon became a reality. But, though increased, it was not large; its percentage upon the daily average number of patients for the year being but a trifling fraction ($\frac{7}{100}$) above the mean mortality during the whole period of the existence of the hospital.

A synopsis of the mortuary history of the institution is placed in the table here appended:—

34 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

Deaths and their Ratios, from Sept. 30, 1858, to Oct. 1, 1875.

OFFICIAL YEAR.	Whole No. of Patients.	Daily average Number of Patients.	DEATHS.			Per cent. on whole No. of Patients.	Per cent. on daily avg. No. of Patients.
			Men.	Women.	Total.		
1858-59,	313	229.55	7	12	19	6.07	8.27
1859-60,	398	255.96	9	18	27	6.78	10.54
1860-61,	434	314.26	15	15	30	6.91	9.54
1861-62,	442	313.80	9	10	19	4.29	6.05
1862-63,	470	355.28	19	7	26	5.53	7.31
1863-64,	475	357.63	17	30	47	9.89	13.14
1864-65,	469	342.40	17	24	41	8.76	11.97
1865-66,	488	376.35	18	13	31	6.35	8.23
1866-67,	543	401.03	23	24	47	8.65	11.71
1867-68,	565	413.41	25	18	43	7.61	10.40
1868-69,	590	405.10	13	12	25	4.23	6.17
1869-70,	604	408.83	22	11	33	5.46	8.07
1870-71,	616	421.90	16	12	28	4.54	6.64
1871-72,	619	428.72	19	18	37	5.97	8.63
1872-73,	614	437.23	13	8	21	3.42	4.80
1873-74,	626	469.54	14	11	25	3.99	5.32
1874-75,	629	475.35	23	18	41	6.52	8.62

The number of deaths (forty-one) in the course of the year, relatively to the whole number treated (six hundred and twenty-nine), was 6.17 per cent.; and relatively to the daily average number in the house, 8.62 per cent. The first of these proportions is larger than in either of the next foregoing six years; but it is not so large as it was in seven of the first ten years of the operations of the hospital. The second proportion, that of deaths to daily average number resident, was exceeded in one of the next preceding six years, and in six of the first ten years of the institution's history.

According to the last annual report of the commissioners in lunacy for England and Wales, the average proportion of deaths in all the county and borough asylums of those countries for the sixteen years from 1859 to 1874, both inclusive, was 10.74 per cent.; and in all the institutions, of whatever foundation or character, having authority to detain and treat

the insane, 10.24 per cent. This evidence of the mortality of the insane in the region to which it applies, is, undoubtedly, far more reliable than any other that has hitherto been obtained.

The comparative averages of mortality here, in two equal periods of the operations of the institution, the *first* seven years and the *last* seven years, are as follows :—

	First seven years.	Last seven years.
Per cent. on whole number treated,	6.89	4.88
Per cent. on daily average number,	9.54	6.86

The ratio of deaths to persons or patients treated has been larger in respect to men than in respect to women throughout the history of the hospital. The past year furnishes no exception to this rule. The total of men under treatment was three hundred, and that of deaths twenty-three, or a fraction more than 7.06 per cent. The total of women was three hundred and twenty-nine, and that of deaths eighteen, or a little over 5.47 per cent. The daily average of men resident was 225.37, of which the deaths (22) were 9.75 per cent. The daily average of women was 249.98, of which the deaths (18) were 7.18 per cent. The proportionate mortality of the sexes is very nearly the same as it was in the next foregoing year. The *difference* of mortality is very evidently attributable to the nature and character of the disease itself, as found at this institution. It is *not* a consequence of better care on the part of the females than the males, because, so far as I can perceive, the nursing of the latter is as good as that of the former.

WORSHIP AND ENTERTAINMENTS.

Among the tables which, from their constant repetition through a series of years, appear to have gained a permanent place in our reports, is that which contains a synopsis of the methods of amusement, entertainment and instruction employed at the assemblies of the patients. This part of the presentation of the operations of the year is as follows :—

Assemblies in the Course of the Official Year.

1. EXERCISES ON THE SABBATH,—

Divine worship in the afternoon,	52 days.
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2. EXERCISES ON SECULAR EVENINGS,—

a. *Readings ; opening and closing with sacred music :*

The Bible,	31 days.
The Bible and selections of prose,	11 “
The Bible and selections of poetry,	28 “
Miscellaneous selections of prose,	50 “
Miscellaneous selections of poetry,	35 “
Miscellaneous selections of prose and poetry,	64 “

b. *Lectures ; opening and closing with sacred music :*

The sun, illustrated with transparencies,	1 day.
Electricity, with experiments,	1 “
Oxygen, with experiments,	1 “
National and sectional peculiarities,	5 days.

c. *Other entertainments :*

Recitations and declamations,	12 days.
Pictures shown by oxyhydrogen lantern,	6 “
Concerts,	3 “
Theatrical exhibitions,	5 “
Spelling-match,	1 day.
Magic : sleight-of-hand,	2 days.

d. *Social gatherings :*

Quadrille parties,	16 days.
No assembly,	41 “

Total,	365 days.
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The fact is hence derived that upon three hundred and twenty-four days there was a gathering of the patients in the chapel. Upon forty-one days there was none. This exceptional number is much larger than in any other year during my connection with the hospital. The chapel was painted in the course of the summer, and the gatherings were meanwhile intermitted. Twenty-two of the forty-one days are thus accounted for. Of the remaining exceptions, twelve were on the days of the meetings of the trustees, and two on those of the annual visits to the hospital of the legislative committee

and the governor of the Commonwealth. The meetings for religious worship are still conducted, as they always have been, not by a permanent chaplain, but by pastors of churches in the town or its vicinity.

At all the evening entertainments there is music from the organ during the time of coming together, as well as at the separation of the audience; and with the exception of but twenty-six of them, the quadrille parties and some others, in the course of the year, a hymn was read and sung at the opening and another at the close.

No inconsiderable pains is taken in the selection of appropriate matter for the miscellaneous readings, as well as that which is read in connection with the Bible. The works of the standard poets, Monroe's Public Parlor Readings, and other similar collections, Grimm's German Popular Tales and Household Stories, and various unmentioned volumes, are kept at hand, and each contributes its occasional mite. A very large part of it, however, is culled from the current literature of the day, as found in the newspapers. A drawer in the Superintendent's table is devoted to clippings as sacredly as if it were the drawer of an editor, and the deposit is as unfailing a resource in the one case as in the other. When they have been read, these pieces, whether of prose or poetry, are preserved, if sufficiently meritorious, in scrap-books, for similar work in the future. They are classified according to character, and each class preserved in a special division of the book for convenience of reference. Already we have enough of this matter to make several printed volumes of respectable dimensions.

Often, at the readings, an endeavor is made to render the exercise more interesting by extemporaneous remarks suggested by the matter read. A brief statement of the leading points in the personal history of the author; anecdotes relating to him; illustrations of his subject derived from our own personal observation or experience, or comments springing from similarity or dissimilarity of views or opinions,—each and all have been resorted to as occasion demanded or permitted; so that, sometimes, the exercise might as appropriately be termed a lecture as a reading. This is more especially true as applied to the recitations and declamations.

For two of the readings we are indebted to Mrs. Spring; for one, to Mrs. Davis; and for two, to Mr. Joseph Carhart, of the academy at Wilbraham.

The lecture upon the sun, with its beautiful illustrations of the recent discoveries in that luminary, as well as of the wonderful revelations of spectrum analysis, was contributed by Dr. T. W. Meekins. He also gave the exhibitions of miscellaneous pictures with the oxyhydrogen light.

The three concerts were the offering of non-professional artists,—Mr. Hall and Miss Chase, of Philadelphia,—and were received in a manner so demonstrative as to indicate satisfaction.

The drama, as will be perceived, furnished entertainment for five evenings, on two of which the performances were by the locally well-known "P. Q. R. S. T. Club"; and on three by residents within the hospital. These exhibitions, properly conducted, are excellent adjuncts to the other means of ministration to minds diseased; but, as heretofore intimated, if the performances be by the home talent of the hospital, a constant watchfulness is necessary to the prevention of consequences of greater evil than good, from their interference, by the amount of preparatory work, with the ordinary and necessary domestic duties.

The epidemic spelling-mania which prevailed throughout the country in the winter, touched lightly here, but its single paroxysm was eminently interesting and amusing. Men were pitted against women, with about twenty in either party, and all but four of them were patients. The contest lasted nearly an hour, and when the men had all "folded their tents like the Arabs, and as silently stole away," five female patients still sat at their posts to claim the victory.

The entertaining exhibitions of magic, including the remarkable "magician's dream," and patriotic songs, were given by Mr. Burchard and Mr. Konollman.

PICTURES.

Under the caption Art and Ornament, the annual report of 1874 contained a partially detailed descriptive account of the pictures belonging to the hospital, and suspended upon its walls. The number of them at that time was one thousand

three hundred and eight. The additions to the collection, in the course of the year, consist of about one hundred large chromos, or oleographs, most of them from German publishers, and fifty large, first-class engravings, nearly all of them works of prominent English artists, and published in London. Every hall, or corridor, is already furnished with its complement of this means of cheerful ornament; and the same may be said of every dining-room and associated dormitory, as well as of about sixty single-bedded lodging-rooms.

The present opportunity is seized for the expression of the opinion, that this decorative furniture is very useful, not merely as an ornament pleasant to the eye and satisfactory to the intellect, but as a means, through and by those effects, of repressing excitement, promoting heedfulness and carefulness, and thus preserving the good order of the house and its household. Necessities supplied, there are but few directions in which the amount of money which the pictures cost can be expended to so good a purpose, or with results more broad and beneficent.

FARM.

The dry weather which prevailed during a large part of the season of the first growth of grass, was so effective as to reduce the first cutting to but little more than half of that of the year 1874. The subsequent rains were very favorable for the second growth, and the crop of rowen was unusually large. The total product upon the lands belonging to the hospital was a little more than one hundred tons, or about twenty tons less than last year. The quality, however, is so much better as considerably to reduce the difference in respect to nutritive properties.

Of corn and potatoes the growth was remarkably fine, and the production large; but of the late potatoes, in wet land, many rotted. Of all the common garden vegetables, with the exception of melons, no crop was below the average, and some were considerably above.

Mr. Wright, who has had the immediate management of the farm through eighteen successive seasons of planting and of harvest, has furnished the subjoined list of products for the current year, the quantities of those which are still ungathered being estimates:—

40 LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

Hay (first growth, home farm), 54 tons, at \$20, . . .	\$1,080 00
“ (second growth, home farm), 24½ tons, at \$22, . . .	548 90
“ (first growth, Parsons lot), 3¼ tons, at \$20, . . .	68 00
“ (second growth, Parsons lot), 2 tons, at \$22, . . .	44 00
“ (first growth, Clarke orchard), 13¾ tons, at \$20, . . .	275 00
“ (second growth, Clarke orchard), 2½ tons, at \$22, . . .	55 00
Corn-fodder (green),	100 00
“ (dry), 10 tons,	50 00
Oat straw, 4 “	48 00
Corn, 200 bushels,	180 00
Oats, 250 “	175 00
Broom-seed, 100 “	50 00
Potatoes, 3,000 “	1,500 00
Carrots, 200 “	100 00
Beets, 225 “	136 00
Onions, 155 “	155 00
Turnips, 400 “	120 00
Parsnips, 40 “	20 00
Beans, Lima, in shell, 66 “	91 00
“ string, 11 “	9 50
“ dry, 30 “	90 00
Pease, green, in shell, 68 “	118 75
Sweet-corn, green, in ear, 160 “	160 00
Cucumbers, 167 “	167 00
Tomatoes, 47 “	47 00
Squashes, summer, 43 “	43 00
“ winter, 6 tons,	120 00
Melons,	26 50
Beet-greens, 20 bushels,	20 00
Lettuce,	22 00
Asparagus,	100 00
Pie-plant,	25 50
Cabbages, 4,500 heads,	225 00
Currants, red, 16 bushels,	40 00
“ black, ½ bushel,	1 00
Apples, 75 barrels,	225 00
Pears, 3 bushels,	9 00
Beef, raised here, 3,266 lbs.,	301 24
Veal, 1,208 “	140 25
Pork, 12,693 “	1,269 30
Pigs, sold,	527 25
Turkeys, 171 lbs.,	45 15
Chickens, 198 “	89 55
Pigeons, 24	2 00

Heads and plucks,	.	.	.	.	.	.	\$33 50
Tallow,	.	.	.	.	.	160 lbs.,	7 25
Eggs,	.	.	.	.	.	105½ doz.,	32 22
Milk, grass fed,	.	.	.	.	.	18,572 quarts,	1,300 04
Cider,	.	.	.	.	.	10 barrels,	40 00
Broom brush,	.	.	.	.	.	600 lbs.,	48 00
Hides,	.	.	.	.	.	165 "	16 92
Calf-skins,	.	.	.	.	.	139 "	14 70
							<hr/>
Total,	.	.	.	.	.	.	\$10,062 52

Such of the articles as were consumed in portions from day to day through the summer, were appraised at the fluctuating market value, and the total value, as it appears in this list, is consequently not a multiple of the quantity, and a fixed price.

The aggregate value is not so large, by almost twelve hundred dollars, as it was in 1874. This, however, is more the consequence of a diminished valuation than of a reduction in quantity. Had the potatoes alone been appraised the same as last year, their money value would have been greater, by seven hundred and fifty dollars, than is here represented.

All the meats included in the list were raised here. Late in the autumn, seventeen three-year-old cattle, and one hundred sheep, were bought and subsequently slaughtered upon the premises as they were wanted, from time to time, during the winter.

As customary heretofore, in reporting the products of the farm in such manner as is intended to give an unexaggerated idea of their cash value, only one-quarter of the milk is included in the foregoing estimate. That quantity is believed to be the product of grass not included in the list. The other three-quarters are from hay, grain and roots, the worth of which is already recorded, and the estimate of it, as milk, would be but a repetition of value, and, consequently, an exaggeration or fictitious value in just that amount.

The total dressed weight of twenty-eight hogs raised on the premises, and slaughtered in the course of the year, was 12,697 pounds. The individual weight was respectively, 448, 429, 503, 402, 340, 400, 307, 547, 467, 521, 464, 528, 548, 518, 400, 560, 400, 478, 615, 475, 575, 430, 400, 448, 401, 359, 400 and 335 pounds. The average weight of the whole

is 453 pounds ; that of the heaviest ten, 539 pounds ; and that of the heaviest five, 569 pounds. But little salt pork is consumed at our tables, and that little is mostly in connection with the customary weekly "pot of baked beans." The larger part of the sides is converted into lard, an article of which none has been purchased for nearly two years ; and the prospect now is, that the hospital will, in future, continue to be wholly supplied with it from its own farm. The hams are cured and eaten here, but smoked abroad.

Young pigs to the value of over five hundred dollars (\$527.25) have been sold in the course of the year.

The domestic animals now on hand are as follows : Eight horses, eight oxen, two bulls, thirty-one cows, three calves, twenty-nine fat hogs, four boars, fourteen breeding sows, fourteen shotes, sixty small pigs, and a goodly number of hens, turkeys and doves. Two of the oxen—twins and mates—were dropped and raised upon the farm. They are four years old, and well matched. Their united weight is 4,060 pounds. Two of the young calves are likewise twins. They give good promise of making a fine yoke of oxen.

It has always been difficult to dispose of surface-water without injury to the premises. Although covered with a stratum of soil, many of the knolls upon the farm are sand, resting generally, though not in all instances, unless it be quite deep, upon a substratum of clay. Hence there is great liability to the formation of gullies, and the washing of the sand into the valley below. In three instances, within the last four years, upon declivities heavily wooded with large trees, deep gulches have been formed, trees undermined and overthrown, and large quantities of earth carried away. Temporary expedients for the prevention of these occurrences have been resorted to, but it was at length decided that the only sure remedy is in a series of substantial sewers. The first and most necessary of these is now nearly completed. It is cylindrical, made of hard-burned brick laid in cement, and so deep below the surface as to be beyond the reach of frost. Its length is about four hundred feet, and its internal diameter (a circle) sixteen inches. It receives a branch twenty-eight feet in length and of twelve inches calibre. The drop, or well, at the upper extremity of both the main and the branch, is

carried two feet below the bottom of the sewer, for the purpose of catching and retaining whatever of sand or other earth may be contained by the water. It is intended to make two other sewers in the course of the autumn, one of them one hundred and twenty-five feet, and the other over six hundred feet in length. The latter will have an internal diameter of two feet.

As another precautionary measure against similar injury to the grounds, a man has been employed through the warm season, a principal part of whose duty is to pave gutters beside the road-ways, or in any other places upon the farm, where such protection is necessary or advantageous.

THE CENSUS.

Persons unacquainted with the daily routine of operations of a large and populous institution, whose occupants are often leaving, and new recruits to the residents are frequently received, and more especially where some of the inmates may leave without putting themselves to the inconvenience of announcing their departure, can hardly conceive the difficulty of preserving a constantly perfect daily record of the numbers of persons resident. Without a watchfulness that knows no intermission, a discrepancy may very easily occur, and almost inevitably will occur, between the numbers upon the register and the number of persons actually in the house; and through the heedlessness of any one of many employés, this discrepancy may continue for an indefinite period, or until something occurs, either accidentally or by some means of test, by which it is detected. If the period be long, and the institution be a hospital, a patient unaccounted, and, perhaps, unaccountable for, is the not very agreeable consequence.

In order to avoid that predicament, it has been the custom at this hospital, during the past eight or ten years, to take a census of the patients four times annually, or on the closing day of each calendar quarter. The attendants return to the supervisors a written list of the names of the persons under their care, respectively. The supervisors verify the collected lists, so as to make the total of either sex correspond with the number in the register which shows, or is believed to show, the number of that sex who ought to be present. They then

return them to the office. Here they are again verified by a comparison of every name with its corresponding name in the register. In this way, not only is it ascertained whether every patient is accounted for or not, but if there be any error in the register, that is also detected.

For convenience in the verification of the census, as well as upon other occasions for reference, an alphabetical list is annually made of all the patients in the house at the beginning of the official year. With this index, and the few pages of the register containing the admissions in the course of the current year, the process of verification is neither long nor difficult.

POSTAL DEPARTMENT.

As the intercourse, by written correspondence, between the inmates of hospitals for the insane and the people at large, has from time to time engaged attention and suggested inquiry and comment, it was considered expedient, two and a half years ago, to ascertain the extent of such intercourse at this institution. A record was accordingly kept, for the period of one year, of all the letters which went from the office of the hospital, as well as of all which passed through it to the mail, from patients, officers and employes. From the first day of April, 1873, to the 31st of March, 1874, both inclusive, the number thus mailed was seven thousand two hundred and fifty-four. Five thousand five hundred and ninety of them, including all letters of business, were from officers and employes, and one thousand six hundred and sixty-four from patients. When it is remembered that a no inconsiderable part of the patients,* almost wholly foreigners, never learned to write, and that many who *have* learned are disabled from writing by their disease; and, further still, that not a few have no known relatives, and some others, who have them, do not desire to communicate with them in any way, the amount of written correspondence of the inmates cannot be regarded as very small.

In the winter of 1873-4, however, the legislature of the State authorized an increase of postal facilities, by the placing of letter-boxes in the halls of the hospitals for the insane.

* Of the one hundred and eighty-one patients admitted in the official year 1872-73, forty-five could not write.

By a provision of the enabling Act, each patient was permitted to address, by letter, once a month, the Superintendent of the hospital, the board of state charities and the commissioners of lunacy. Agreeably to this statute, twenty-one letter-boxes, furnished with a uniform set of locks, made specially for the purpose, at the low price of seventeen dollars and fifty cents, were so distributed in the halls of this hospital that one or more of them is easily accessible to every patient. They were locked, and the keys delivered to a member of the board of state charities.

The postal system has been in operation throughout the official year, and although the transmission of letters by it has not been burdensome, the results have not been without a certain significance. In the course of the year, as learned from the legal authority that carries the key, the total number of letters deposited in the twenty-one boxes, and either addressed to, or supposed to be intended for, one of the three official persons or bodies liable under the law to be so addressed, was three (3). The first one was somewhat elaborate, and intended for the board of state charities. After it was finished, and before it was folded, its author brought it to me, with the request that I should read it and give an opinion of its suitability for its proposed destination. I hastily glanced at the first half of it, and pronounced it very suitable. I have no recollection of its contents, except that they were of similar tenor to at least (and at a very low estimate) five hundred others which he has written to me, and several hundreds more addressed (and most of them sent) to people outside the hospital. Its author, if his own opinion be correct, and his written assertion be true, is "more manly, angelic, feminine, than all Massachusetts put together," and "two degrees saner than all New England put together"; and hence it is a piece of gross injustice that he is prevented from fixing his residence either in Asia or in the valley of the Yosemite.

The second letter was addressed to the writer of this history in his capacity of Superintendent of the hospital. It contains some remarkable revelations; and for the promotion of the aims of the law under which it originated, it is here copied in full, with the omission of the name of its author.

" I. _____ *Am Now. And Will HENCEFORTH. Always. Forever. and ETERNALLY. Continue So. A Just. Innocent. Holy. Righteous. Moral. [PEACEFUL.] [HONEST.] Truthful. Unprofane. Temperate. Worthy. Good. Faithful. Lawful. Efficient. and Perfect Person.—*

" Ready. and Capable. To Earn my Livelihood. *And I Respectfully. APPRECIATINGLY. and Most NEEDFULLY. Request. To be Discharged.*

" *To Forever Live. a Life. of PEACE. HONESTY. Morality. Unmolestingness. TRUTHFULNESS. Liberty. Freedom. Righteousness. [Intelligence.] and JUSTICE. Which is. A Life. of UNIVERSAL. and ETERNAL [PEACE.—] And Ever Remain. an EFFICIENT. and WORTHY Citizen.*

" XXXIII. Verse. Of The xv. chap^t. of *The STATUTE LAW. Written By St. Paul.— THE GOD OF PEACE. Be With All. Likewise. xxvii. Verse. Of xiv. Chapt. Of STATUTE LAW. Written By St. John. Peace imparted.—*

" Written. Reverentially. and Respectfully. By _____.
A Just. Righteous. and Christian Person.

" Hospital At Northampton. Hampshire County. Mass.— October 8th 18, 74.

" To Hon. Dr. Pliny. Earle. Superintendent of Hospital."

The third letter was addressed, "Mr. Andrews," and on the supposition that it was intended for the secretary of the board of state charities, it was taken by a member of that board. I know nothing of its contents. The commissioners of lunacy were not favored by even one communication.

But the law was not made in vain. Without it the people would probably never have known that here, in only one of the hospitals, two men are detained, one of whom, as judged by himself, is not only "A Just. Holy. and Perfect Person." but "an EFFICIENT. and WORTHY CITIZEN"; and the other, by a like standard of measurement, "two degrees saner than all New England put together." It is to be hoped (by caretakers here) that measures will soon be taken for the release of the former of these two men. In regard to the latter, the logical inference appears to be, that he should be immediately set at liberty, and "all New England" put *into* the hospital.

Here closes this brief history of the operation, at this institution, of a law which, in respect to excellence, has had, in my opinion, few parallels since the days in which Venice was

revelling and rioting in power ; when the lion's mouth, at the head of the giant staircase in the court of the ducal palace, was receiving, under the cover of night, anonymous accusatory missives ; and when the covered passage between the palace and the adjacent prison was traversed by men, the apparent certainty of whose fate gave to that passage its present name,—the Bridge of Sighs.

HOSPITALS FOR EPILEPTICS.

You will doubtless recollect, that in each of the last two annual reports, the opportunity was seized to call your attention to the propriety of a separation of epileptics from the other inmates of hospitals for the insane, and provision for their custody and treatment in an institution specially adapted to their condition and their needs. Some of the principal arguments in favor of the proposition were there adduced. It is not intended, at the present time, either to repeat those arguments, or to urge any immediate action by the legislative authorities for the foundation of a hospital for that distinctive purpose. The financial condition of the country, and the business prospects for the immediate future, are not so flattering as to justify even the hope, much less the expectation, that the representatives of the people will adopt new projects in the sphere of charitable beneficence, involving large appropriations from the treasury of the State. The opinion, already promulgated, that the "Commonwealth better finish its public institutions that are begun, before it begins any more," will, doubtless, obtain general approbation.

But one sound argument, from the results of experience, is of far greater value, and largely more forcible in the production of conviction, than many which have no other foundation than theory, or than the inference from even admitted premises. The opportunity to introduce an argument of that kind has induced me once more to recur to the subject.

In his annual report for 1874, H. Rooke Ley, Esq., Surgeon, the Superintendent of the Lancaster County (England) Lunatic Asylum, uses the following language in regard to it :—

"I venture to suggest that a very great, if not a permanent, relief to the overcrowded condition of our asylums, might be gained by an

extension of the plan, first adopted in this asylum, of providing separate accommodation in a distinct hospital for epileptic patients. This institution was the first among English asylums to recognize the importance of having special accommodation and separate treatment for patients of that class; and, tested by the experience of years, there can be no doubt that, both as regards the comfort of the other inmates, as well as the safety and well-being of the epileptics themselves, the special arrangements introduced by Mr. Holland have borne results which have amply justified the wisdom of the course pursued. Epilepsy is a distinct disease, and epileptics are a class by themselves. When accommodation, in wards set apart for their use, as in this asylum, is not provided for them, their presence among the other inmates is not conducive either to their own benefit or to the benefit of others. The commissioners in lunacy warmly advocate the establishment, in all asylums, of separate provision for these unfortunates. Why should not this provision take the form of a separate asylum for their care and treatment?"

The substance of this extract is worthy of the serious consideration of all who are interested in charitable or philanthropic measures.

RELATIONS OF THE HOSPITAL TO THE LAW AND THE PEOPLE.

In the administration of the affairs of this hospital, as, undoubtedly, in that of the other similar institutions belonging to the Commonwealth, several questions have, from time to time, arisen, in regard to which there was either doubt or a difference of opinion as to their proper solution. These questions have a bearing upon the just or legal relations between the hospital and the people, and involve the rights, the privileges or the duties of either the hospital itself, the officers of towns, or individuals. The possibility of the origin of them lies in the facts,—first, that the status of the patients, in respect to the sources of support, is not uniform, they being divided into three classes,—the wards of the State, the wards of towns, and individuals supported by the property of themselves or their friends; secondly, the omissions of the statutory law, or its indefinite or ambiguous terms; and thirdly, the diversity of methods by which persons may be committed to the hospital. The supreme judicial court, the superior court, the probate court, and, in Boston, the police court, are

invested with that power. The overseers of the poor of the towns, and of the cities, other than Boston, may commit paupers; and individuals, under certain restrictions and conditions, may commit their relatives or friends.

If an insane person be committed by any court having jurisdiction in the matter, the hospital must receive him. But, being received, the question of status immediately arises. Who is legally bound to pay the expenses of the patient at the hospital? Must his support come from the State, from some town or city, or from himself or his friends? If it be found that he has no legal settlement within the State, the Commonwealth must support him. If he have a settlement, the law applicable to the case is as follows:—

“The expenses of the state lunatic hospitals for the support of lunatics having known settlements in this state, shall be paid quarterly, either by the persons obligated to pay, or by the place in which such lunatics had their residence at the time of their commitment, unless other sufficient security is taken, to the satisfaction of the trustees, for such support.”

If a guardian, or any relative or friend of the patient, comes forward and assumes the responsibility for his board, the matters of status and security for pay are decided. Or, the patient, being without means, if the overseers of the poor of the town or city in which he has a settlement acknowledge that settlement, and take the responsibility, the expenses for his support are charged to that town or city. But, if that settlement be denied by those overseers of the poor, and no relative or other person appears and obligates himself to pay, then, under the law just quoted, the onus of the patient's support is thrown upon the town or city in which he had his residence at the time of commitment. And, as we understand the law, that town or city is responsible, irrespective of the question whether the person be a pauper or not. It is a wise provision of the law, necessary as a guardian of the interests of the hospital; inasmuch as, without it, or some similar clause, the institution would be likely, not infrequently, to be subjected to pecuniary losses.

Overseers of the poor, as already mentioned, are, under certain circumstances, invested with the power of committal.

The authority for that power rests in the first clause of section 9 of chapter 223 of the Acts of 1862, which is as follows :—

“ Any insane person who is supported by any place as a pauper, may be committed, by the overseers of the poor thereof, to either of the state lunatic hospitals, with the consent of the trustees.”

And in section 6 of chapter 288 of the Acts of 1864 :—

“ It shall be the duty of the overseers of the poor of any city or town, except the city of Boston, to commit, to one of the state lunatic hospitals, or the Boston Lunatic Hospital, with the consent of the trustees thereof, any person supported by such city or town who is suffering under recent insanity, and is a fit subject for remedial treatment.”

It would seem that there need be no failure of comprehension of the intent of a law so explicitly and clearly defined, and hence no deviation from it in practice. And yet such deviations have occurred in two directions, although both may be included under the one designation of a stretch of power conferred.

Overseers of the poor have endeavored to commit to the hospital persons in so indigent circumstances as to require public assistance, but whose legal settlement was not in the same town as that of those overseers. In other words, the overseers of *one* town have believed they were authorized to commit the paupers of *another* town. The statute is not so understood at the hospital, and we fail to detect the possibility of any such interpretation of it. In one or two cases the overseers of the poor have committed persons, who, though not having large possessions; were *not* paupers; there being an understanding between those officers and the patient, or the friends of the patient, that for the expenses incurred at the hospital, the town should be reimbursed by him or them. It appears to us in this case, no less clearly and unmistakably than in the one first mentioned, that the statutes invest those officers with no such power, and not only so, but that it never could have been the intention of any legislature to invest them with it.

Another question which has elicited discussion and discrepancy of opinion, is the priority of right, if any such priority

there be, to the benefits of the hospital among the several classes of patients,—the state, the town and the private, before-mentioned. The laws relating to the hospital and the insane contain no discriminating section or clause directly conferring the right upon either of them, and yet there are evidences that a belief of the inequality of those classes, in this respect, has existed from the time of the foundation of the hospital; and the laws are not free from language which, by possible interpretation, renders that inequality, if not a matter of assertion, at least a matter of inference.

In the bond given for the support of town paupers, the overseers of the poor have, even from the opening of the hospital, promised, among other things, "to remove the patient from the hospital whenever the room occupied by him shall be required for a class of patients having preference by law." The original form of the bond for private patients did not contain this clause.

In the first clause of section 9, chap. 223, of the Acts of 1862, as quoted above, the law says that the town pauper "*may* be committed, with the consent of the trustees"; and the last clause asserts that "the trustees *shall* receive into the hospital any other insane person having a settlement or residence in the Commonwealth, for such compensation as they may determine." In the statute-book the words *may* and *shall* are not italicized; and there is no evidence, other than what is found in the context, as here quoted, that it was intended so to emphasize them, or to convey the signification which is implied by making them emphatic. Yet as that signification is thus made possible, it is claimed by some that it is the true one.

The very silence of the law in regard to state beneficiaries, together with a wording of the clauses whereby authorization of the admission of the other two classes is given, would seem to imply that the Commonwealth prepared its hospitals, first, and most especially, for its own wards. They are dependent upon it, and have no other refuge or resource, and, consequently, their claims must be considered as paramount to those of all other persons whatsoever. This acknowledged, there is still a difference of opinion in regard to the other classes; the priority of right, in the second place, of the

wards of towns being advocated by some persons, and that of the private patients by others. Perhaps the language of the law, as above quoted, justifies the inference that it belongs to the latter. That inference is inevitable, if the words *may* and *shall* are rendered emphatic. But, if so rendered, the law becomes imperative, and the trustees are shorn of all discretionary power, and bound to admit every applicant. Is it not unreasonable to suppose that such was the intention of the persons by whom it was made? It is so regarded here, where, in the operations of the institution, it is found that occasions for discretionary power not infrequently occur. As an evidence of this, as well as of the opinion of the status of the hospital in relation to the several classes of its inmates, which is and has been entertained by the Superintendent, an extract is here presented from a reply to a letter from one of the members of your Board, informing me of an application for the admission of a person who was then at one of the corporate hospitals of New England. The letter was dated March 13, 1874.

“Upon our best hall every room but one is occupied, and that one is engaged to —, whom we expect daily.

“In the present overcrowded condition of the hospital, and with a prospective demand for its accommodations from the classes of persons of small means, the indigent and the absolutely poor, to a greater extent than we can properly supply, it appears to me to be our proper course not to receive patients of large pecuniary means who are already accommodated in the private or corporate hospitals.

“It is but a few weeks since I had an application for the admission of a young man who belongs to one of the wealthiest families in — County, and who, for some months, has been a patient at —. I recommended that he be left at that institution, and declined to receive him unless I was obliged to do it by one of the courts.

“This is a state hospital, built first and most expressly for paupers; and the law, as I understand it, requires that the pauper shall always have preference here, rather than the man of wealth.”

There is another, but correlative, subject, the action upon which by your Board demonstrates the intent to administer the affairs of the hospital in consonance with the expressed or

implied views of its founders, and in the interests of the charities of the Commonwealth.

The hospital, established, paid for and owned by the State, was placed in the hands of its trustees to be managed, subject to the law, in accordance with their best judgment. They were not, and are not, in any place or manner, directly forbidden to receive, as patients, persons who are not residents of Massachusetts. Any refusal of the kind is found by indirection alone, and by a forced or strained inference of one or two clauses of the law. Both of the preëxisting state hospitals had received residents of other States, with their right to do so, so far as now appears, unquestioned; and that such action was considered as *a right*, at the time of the opening of this institution, is clearly evinced by the fact that the citizenship and residence of the fourth patient admitted within its walls were in New York. As years advanced the number of non-residents increased, until, in the official year 1869–70, the daily average of them in the house was a fraction over fifty-five.

Thus far, they occupied room not necessarily demanded for citizens of this State, while they largely contributed to the income of the hospital, and thus furnished the needed funds for its improvement. Not long afterwards it became evident that the number of the insane in Massachusetts had so increased as to be sufficient to supply all the vacancies which would be likely to occur in the hospitals. On the 13th of January, 1871, a patient was admitted from Connecticut, and it was then determined not to receive any more from abroad. From this determination there has, to the present time, been but one departure. It occurred on the 4th of October, 1871, and the exception was made in favor of a person who had previously been treated here, and who was again brought without preliminary application or notice. As time passed on, and all the state hospitals became more and more crowded, the evidence at length appeared that the only available method for the accommodation of applicants was the discharge of some who were already here. And who should they be other than those who, in the spirit and intent of the charities of the State, had the least claim upon the beneficence of this Common

wealth? Accordingly, in the monthly report to your Board, on the 7th of August, 1872, I wrote as follows:—

“As we now have more patients than at any former time, and as there is a prospect that the number will continue to increase unless some extraordinary measures are taken to prevent it, I believe the time has fully come at which, in justice to the citizens of Massachusetts, a part, at least, of the patients from other States should be removed from the hospital. I submit the subject to your consideration.”

The subjoined extract is taken from the records of the aforesaid meeting.

“Dr. Sabin offered the following resolution, which was unanimously adopted:—

“*Whereas*, The number of patients in the hospital has become too large for comfortable accommodation, and there is every prospect of a continued increase, it is *Voted*, That the Superintendent be directed to request the friends of the following-named patients to remove them from the institution before the 1st of October next [here follow the names of nineteen patients], together with any others from other States, if he think best.”

In pursuance of this resolution there was a considerable reduction in the number of patients alien to the State; but, as there appeared to be unnecessary delay in some quarters, your Board again took up the subject on the 10th of April, 1873. The records of that day show that it was—

“*Voted*, That the Superintendent be instructed to notify the friends of patients, now in the hospital from other States, that they must be removed to make room for those from our own Commonwealth. This notice to be given at his discretion.”

On the 30th of September, 1870, there were in the hospital no less than *seventy* patients whose residence was not in Massachusetts. By the course of action as above related, that number was reduced to *fourteen* prior to the 30th of September, 1874. Thirteen of those patients still remain in the hospital, most of them having claims to this accommodation which are worthy of consideration and respect.

THE FINANCE OF A DECENNIUM.

The disease to which the treatment of this hospital is devoted, the methods by which that treatment is pursued, and the medical history of each successive year, are general subjects so replete with minor points, that no deficiency of topics for an annual report is likely to occur during the official life of any Superintendent; and the institution, being medical in its character, it is natural and proper that preference should be given to its professional, rather than to its pecuniary, aspects. For these reasons no exhibit of the financial condition of the establishment was given in either of the first ten annual reports from the present Superintendent. That subject was left to the Trustees, to be discussed or not, agreeably to the pleasure of your Board. An exception to this rule was made in the report for 1873-74; and it is proposed, for once, at least, to make that exception the rule, more especially as there is now an opportunity to show the results of a decade of years. This will be done, as far as admissible, in the language of last year's report.

In April, 1865, the hospital was freed from debt, and the financial statement, at the close of that month, showed a balance of three hundred and two dollars and four cents (\$302.04) in its favor. Within the first three subsequent years it received a direct bonus from the State of five thousand dollars, in two appropriations, for specific purposes,—one of two thousand and the other of three thousand dollars. No other assistance from the State has been given it, other than the legal pay of three dollars and fifty cents (\$3.50) per week, for the support of each of its wards, and ten dollars each for burial of such of them as die.

As an offset to the five thousand dollars bonus, the hospital has purchased and paid for several small lots of land, the total cost of which was eleven thousand two hundred and fifty dollars (\$11,250). The State, then, has been overpaid for its bonus in the sum of six thousand two hundred and fifty dollars (\$6,250).

The amount paid by the hospital for repairs and improvements, in the course of the ten years from September 30, 1865, to September 30, 1875, is one hundred and nine

thousand one hundred and twelve dollars and fifty cents (\$109,112.50).

The surplus of cash assets now on hand is seventeen thousand five hundred and sixteen dollars and fifty-two cents (\$17,516.52), or seventeen thousand two hundred and fourteen dollars and forty-eight cents (\$17,214.48) larger than it was on the 30th of April, 1865.

The purchased provisions and supplies, including fuel and stored clothing now on hand, are estimated to have cost sixteen thousand and fifty dollars and twenty-one cents (\$16,050.21). The amount of similar supplies on the 30th of April, 1865, was two thousand and five hundred dollars (\$2,500). The increase of assets under this head is, therefore, thirteen thousand five hundred and fifty dollars and twenty-one cents (\$13,550.21).

The value of household furniture in the hospital is, at a low estimate, at least ten thousand dollars greater than it was on the 30th of April, 1865, at the same rate or standard of appraisal. To be certain, however, of no exaggeration, let it be called eight thousand dollars.

Collecting these several sums, the account of debit of the Commonwealth to the hospital appears to be as follows:—

• Excess of cost of land over direct bonus,	\$6,250 00
Repairs and improvements,	109,112 50
Excess of present cash assets,	17,214 48
Increase of provisions and supplies,	13,550 21
Increase of furniture,	8,000 00
Total,	<hr/> \$154,127 19

The *necessary* current repairs of the buildings may be estimated at three thousand dollars annually. Deducting this sum for each of the ten years since September 30, 1865, a total of thirty thousand dollars (\$30,000), there is a remainder of one hundred and twenty-four thousand one hundred and twenty-seven dollars and nineteen cents (\$124,127.19). To this amount, then, has the hospital assisted itself to things for most of which it is generally expected that such institutions will rely upon direct appropriations from the treasury of the Commonwealth.

SOURCES OF SUPPORT.

The hospital relies for support solely upon its income from the board of its inmates and the products of the farm. It has three classes of patients, as heretofore mentioned.

For the state patients it receives three dollars and fifty cents (\$3.50) each per week from the public treasury. This sum covers, not board alone, but clothing and all breakage and other damage which is suffered from them. The only further allowance from the State in their behalf is ten dollars each for funeral expenses for those who die. The total amount of this benefice, for the year last past, is two hundred and twenty dollars (\$220). The state patients are a majority of the inmates. The daily average of them, for the past year, was 57.73 per cent., or about seven-twelfths of the whole.

For town patients the hospital is paid three dollars and fifty cents each per week. This does *not* include the cost of clothing or damages for destruction, extra charges being made for those. The daily average of these patients, during the year, was 27.01 per cent., or a little more than one-fourth of the whole.

For private patients the income varies. No one pays over ten dollars per week, and the average of all who were in the house at the close of the year (September 30) was five dollars and twenty-nine cents (\$5.29). This covers all necessary expenses, except clothing and damages.

The daily average of private patients the past year was 15.25 per cent., or a little less than one-sixth of the whole.

The average weekly pay, per capita, which the hospital is now receiving for all its (476) patients, is three dollars and seventy-eight cents (\$3.78).

ADMINISTRATION.

In the administration of the affairs of the hospital, the endeavor has been constant to produce the largest possible results of good, both present and permanent, from the limited sum at command. If this endeavor has to a certain extent been successful, that end has been attained chiefly by and through the influence of certain causes which it may not be improper here to mention.

1. Speaking with reference to the subordinates of the Superintendent, the institution is well officered. Both in its major and minor corps of these, it has been especially fortunate in securing the services of persons sufficiently able, to say the least, for their positions, and who perform the duties of their places industriously, faithfully, with good judgment, and with an interest in the establishment as little short of what it would be if it were their own, as perhaps is permitted by that "unknown quantity," human nature.

2. Being well officered, it has retained nearly all of those officers through a period of considerable length. How well or how ill soever it may work in political and some other places, rotation in office, merely for the sake of the principle of rotation, does not hold good as a beneficial practice in such an institution. The intelligent knowledge of the duties of a place, acquired by long practice, cannot fail to contribute to the economical, judicious, faithful and successful performance of those duties. There is a point, however, to which even a faithful officer can arrive, if he have certain constitutional peculiarities, at which his services may very properly be dispensed with; and that point is, when he imagines that the institution cannot get along without him. Arrived at that, be he high or be he low, the sooner he leaves the better for the institution.

It may be remarked, under this head, that the hospital has been measurably fortunate, in the respects above-mentioned, with all its employés. The changes have been less frequent during the last few years than they had been theretofore. The twenty-sixth table in the Appendix shows the length of time of service of every person employed in the hospital on the 1st of March, 1875.

3. The purchase of supplies in large quantities, whenever possible, and at the lowest price for a given quality of article, irrespective of parties, is a measure of great economical importance. This is the course pursued here. Eleven years ago it was less practicable than now, because the hospital had no *working fund*. It now has one, created by itself, by which it is able to buy at any time, at cash prices, and thus to take advantage of the most favorable states of the market. The results of this condition differ very materially from that

in which the institution was compelled to buy largely at retail, and even then pay several hundred dollars annually as interest upon borrowed money.

4. Supplies being economically obtained, the next endeavor is to use them economically,—not in a niggardly manner, not stintedly, but frugally, and so that there shall be the least possible waste. The organized, systematic method of distribution adopted here more than ten years ago, and the general features of which were learned at some of the European hospitals twenty-six years ago, has been the means of saving many thousands of dollars. Another advantage of no little importance is, that it saves three-fourths of the labor of distribution, as acknowledged by the performers of that labor.

In this connection, it is not out of place to observe that, in the “wear and tear” of a large hospital like this, there is much room for the exercise of a sound judgment in deciding what to keep and what to reject, what to save and what to throw away. The Brahminical theology, or mythology, is theoretically well adapted to the proper existence of such an establishment. The institution must have its Brahma, or Creator,—it ought to have its Vishnu, the Preserver; and none the less necessary for its best welfare is Siva, the Destroyer,—always provided that he performs his duties with due discrimination.

5. “Order is heaven’s first law”; and for the attainment and preservation of this, there is no better method than to adopt and follow the old maxim, “A place for everything, and everything in its place.” Order is economy, for it prevents destruction and waste.

But order in material things can never be attained without order among the persons in charge of them. Hence the necessity of proper discipline throughout the circle of both officers and employés. Order in material things has, in a good degree, been attained here. If it can be shown that the discipline of persons has likewise been measurably established, it can further be shown that, in the same measure, have satisfaction, content, enjoyment and happiness been the result.

6. The pecuniary condition of the institution has been improved by dependence upon itself, so far as practicable, for work. As example of this, the oxen are shod in their stable

by one of the farmers ; meats are cured by the steward ; furniture is repaired, and some of it made, by the carpenters ; and no small amount of direct expense, and much indirect, is saved at the smith's forge by the engineer.

7. A large contribution to the support of the hospital comes from the patients in the way of work. Only two hired persons, both females, are employed in the laundry. The household, for the last year, averaged more than five hundred and thirty persons. The average expense for labor, for the washing and ironing for that household, *for the whole year, was eighty cents per person.*

The sewing-room is a no less important source of economical support than the laundry.

The upholstery for the house is almost wholly done by patients. Not so much of this as usual was required last year, but what was done is shown in table No. 24. The twenty-first, twenty-second and twenty-third tables further illustrate the general subject. The twenty-first was prepared in November last, and is intended to show the number of workers at that time.

The hospital is indebted, as usual, to several persons for donations interesting to its inmates, and therefore valuable as means for their proper treatment. To Miss Dix, for books and a transparency ; to Hon. William B. Washburn, for seven volumes and Index of the Congressional Record for 1874 and 1875, the forty-third Congress ; to J. H. Butler, Esq., for thirty-five volumes of miscellaneous books ; to Miss Julia Clark, for thirteen volumes of books ; to S. M. Smith, Esq., for seven volumes of books ; to each of the two book clubs in Northampton, for several current volumes of magazines and reviews ; to the publishers of the "Christian Register," for a copy of that paper throughout the year ; to the editor of the German newspaper, New England "Staaten Zeitung," published in Holyoke, for four copies of that paper during several of the latter months of the year ; and to the publishers of the "Northampton Journal," for a quantity of exchange papers.

With one exception the official staff of the hospital remains as it was at the beginning of the official year. In October last, Dr. Alonzo S. Wallace, after a short but eminently successful occupation of the post of second Assistant Physician, resigned that place for one more agreeable to his taste, as assistant port physician of the city of Boston. The many friends whom he left here were pleased to learn of his recent promotion to the office of port physician. His place here has been given, by your election, to Dr. Samuel M. Garlick, a graduate of the Medical School at Hanover, N. H. His earnest devotion to his duties, his industry, and his apparently conscientious intent that no patient shall suffer through any omission or shortcoming of his, have demonstrated his worthiness of the position which you have committed to his charge.

With grateful recognition of your continued kindness, indulgence and assistance, this Report is respectfully submitted.

PLINY EARLE,

Superintendent.

NORTHAMPTON, Oct. 13, 1875.

APPENDIX.

TABLE No. 1.
Admissions, 1874-75.*

MONTHS.	BY COMMITMENT.			FROM OTHER STATE HOSPITALS.			TOTALS.		
	Males.	Fem.	Total.	Males.	Fem.	Total.	Males.	Fem.	Total.
October, 1874, .	10	5	15	—	—	—	10	5	15
November, .	—	4	4	—	—	—	—	4	4
December, .	4	5	9	—	—	—	4	5	9
January, 1875, .	7	4	11	—	—	—	7	4	11
February, .	3	4	7	4	6	10	7	10	17
March, .	5	4	9	—	—	—	5	4	9
April, .	4	8	12	5	5	10	9	13	22
May, .	5	3	8	5	5	10	10	8	18
June, .	5	2	7	—	—	—	5	2	7
July, .	5	10	15	—	—	—	5	10	15
August, .	6	3	9	1	8	9	7	11	18
September, .	6	2	8	—	—	—	6	2	8
Total, .	60	54	114	15	24	39	75	78	153

* This table, in accordance with its caption, includes the number of *admissions*, which is larger by three than the number (150) of *persons* admitted. Several of the succeeding tables include the latter alone.

TABLE No. 2.
Discharges, 1874-75.

MONTHS.	DIRECT.			REMOVED BY BOARD STATE CHARITIES.			TOTALS.		
	Males.	Fem.	Total.	Males.	Fem.	Total.	Males.	Fem.	Total.
October, 1874, .	7	6	13	2	2	4	9	8	17
November, .	8	6	14	—	—	—	8	6	14
December, .	2	5	7	—	—	—	2	5	7
January, 1875, .	2	1	3	—	—	—	2	1	3
February, .	4	2	6	—	—	—	4	2	6
March, .	5	3	8	3	13	16	8	16	24
April, .	6	6	12	—	—	—	6	6	12
May, .	6	3	9	4	8	12	10	11	21
June, .	2	3	5	—	—	—	2	3	5
July, .	8	4	12	2	2	4	10	6	16
August, .	3	2	5	7	6	13	10	8	18
September, .	4	3	7	2	1	3	6	4	10
Total, .	57	44	101	20	32	52	77	76	153

TABLE NO. 3.

Daily Average Number of Patients in the Hospital, 1874-75.

MONTHS.	Males.	Females.	Total.
October, 1874,	226.58	251.22	477.80
November,	221.47	247.23	468.70
December,	220.42	246.	466.42
January, 1875,	221.84	246.	467.84
February,	226.21	253.	479.21
March,	227.26	253.61	480.87
April,	224.47	244.90	469.37
May,	228.64	249.68	478.32
June,	229.13	249.20	478.33
July,	229.55	249.64	479.19
August,	224.42	254.83	479.25
September,	224.50	254.56	479.06
Average for the year, .	225.37	249.98	475.35*

* These totals were obtained by a division of the sums of daily residence, for the year, by 365.

TABLE NO. 4.

Residence of the Patients Admitted, 1874-75.

COUNTIES.	Males.	Females.	Total.
Hampshire,	10	6	16
Hampden,	20	22	42
Franklin,	7	6	13
Berkshire,	15	10	25
Suffolk,	3	3	6
Worcester,	7	13	20
Middlesex,	8	9	17
Essex,	4	5	9
Norfolk,	—	1	1
Plymouth,	—	1	1
Total of persons,	74	76	150

TABLE No. 5.
Nativity of the Patients Admitted, 1874-75.

NATIVITY.	Males.	Females.	Total.
Maine,	1	1	2
New Hampshire,	3	3	6
Vermont,	—	2	2
Massachusetts,	33	15	48
Connecticut,	3	2	5
New York,	5	6	11
Pennsylvania,	—	1	1
Virginia,	1	—	1
Illinois,	1	—	1
Wisconsin,	1	—	1
Americans,	48	30	78
Canada,	1	3	4
Nova Scotia,	—	2	2
England,	4	4	8
Scotland,	2	—	2
Ireland,	17	35	52
Switzerland,	1	—	1
Germany,	—	1	1
Poland,	—	1	1
Bohemia,	1	—	1
Foreigners,	26	46	72
Americans,	48	30	78
Total of persons,	74	76	150

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TABLE No. 6.

By what Authorities Committed, 1874-75.

AUTHORITIES.	Males.	Females.	Total.
Probate Court,	40	28	68
Overseers of the Poor,	8	10	18
Board of State Charities,	18	29	47
Supreme Judicial Court,	2	1	3
Friends,	6	10	16
Returned from elopement,	1	—	1
Total of admissions,	75	78	153

TABLE No. 7.

Ages of the Patients Admitted, 1874-75.

AGES.	Males.	Females.	Total.
Fifteen years and under,	1	—	1
From 15 to 20 years,	4	6	10
20 to 25 years,	14	10	24
25 to 30 years,	15	9	24
30 to 35 years,	9	12	21
35 to 40 years,	11	6	17
40 to 50 years,	9	20	29
50 to 60 years,	6	7	13
60 to 70 years,	4	2	6
70 to 80 years,	—	3	3
Over 80 years,	—	1	1
Unknown,	1	—	1
Total of persons,	74	76	150

TABLE No. 8.
Civil Condition of the Patients Admitted, 1874-75.

CONDITION.	Males.	Females.	Total.
Married,	25	30	55
Single,	46	33	79
Widowers,	3	—	3
Widows,	—	13	13
Unknown,	—	—	—
Total of persons,	74	76	150

TABLE No. 9.
Occupations of the Men Admitted, 1874-75.

Farmers, 11	Harness-maker, 1
Miner, 1	Shoemakers, 2
Book-keeper, 1	Glass-blower, 1
Sailor, 1	City Crier, 1
Laborers, 28	Butcher, 1
Tinker, 1	Plumber, 1
Machinists, 4	Painter, 1
Mechanics, 3	Peddler, 1
Insurance Agent, 1	Barber, 1
Tailor, 1	Whip-maker, 1
Student, 1	None, 6
Mill-operatives, 3	
Clerk, 1	Total, 74

TABLE No. 10.

Alleged Causes of Insanity of the Patients Admitted, 1874-75.

CAUSES.	Males.	Females.	Total.
<i>Mental.</i>			
Disappointment,	—	4	4
“Trouble,”	2	1	3
Religious excitement,	1	2	3
Business reverses,	1	1	2
Hard study,	1	—	1
Domestic trouble,	—	1	1
Total of mental,	5	9	14
<i>Physical.</i>			
Ill-health,	3	19	22
Intemperance,	6	4	10
Overwork,	4	6	10
Epilepsy,	6	—	6
Masturbation,	5	1	6
Injury,	3	1	4
Injury to head,	1	3	4
Puerperal,	—	4	4
Change of life,	—	2	2
Exposure from shipwreck,	1	—	1
Sunstroke,	1	—	1
Congenital,	1	—	1
Spinal disease,	1	—	1
Use of tobacco,	1	—	1
Paralysis,	1	—	1
Cerebro-spinal meningitis,	1	—	1
Total of physical,	35	40	75
Total of mental,	5	9	14
Unknown,	34	27	61
Total of persons,	74	76	150

TABLE No. 11.

Duration of Disease before Admission, 1874-75.

DURATION.	Males.	Females.	Total.
Congenital,	2	—	2
Under 1 month,	9	10	19
From 1 to 3 months,	8	7	15
3 to 6 months,	3	5	8
6 to 12 months,	5	11	16
1 to 2 years,	9	11	20
2 to 5 years,	14	13	27
5 to 10 years,	7	3	10
10 to 20 years,	10	4	14
20 to 30 years,	2	2	4
Unknown,	5	10	15
Total of persons,	74	76	150

TABLE No. 12.

Age at first attack of Insanity, 1874-75.

AGES.	Males.	Females.	Total.
Fifteen years and under,	7	—	7
From 15 to 20 years,	3	7	10
20 to 25 years,	16	11	27
25 to 30 years,	10	7	17
30 to 35 years,	8	12	20
35 to 40 years,	1	5	6
40 to 50 years,	5	10	15
50 to 60 years,	3	3	6
60 to 70 years,	2	2	4
70 to 80 years,	—	2	2
Unknown,	19	17	36
Total of persons,	74	76	150

TABLE No. 13.

Status of the Patients Admitted, 1874-75.

HOW SUPPORTED.	Males.	Females.	Total.
<i>As first admitted.</i>			
Supported by State,	33	41	74
by towns and cities,	31	21	52
by individuals,	10	14	24
Total of persons,	74	76	150
<i>Of the same patients as at present, or when discharged.</i>			
Supported by State,	31	39	70
by towns and cities,	33	23	56
by individuals,	11	14	25
Total of persons,	74	76	150

TABLE No. 14.

Deaths, 1874-75.

CAUSES OF DEATH.	Males.	Females.	Total.
<i>Nervous System.</i>			
Paresis,	3	2	5
Exhaustion,	2	3	5
Epilepsy,	2	1	3
Apoplexy,	1	1	2
Congestion of the brain,	2	—	2
Paralysis,	—	1	1
Chorea,	—	1	1
<i>Respiratory.</i>			
Phthisis,	8	6	14
Pneumonia,	1	—	1
<i>Circulatory.</i>			
Disease of heart and arteries,	1	1	2
<i>Skin.</i>			
Erysipelas, following a burn,	1	—	1
<i>Urinary.</i>			
Cystitis,	2	—	2
<i>General.</i>			
Marasmus,	—	1	1
Old age,	—	1	1
Totals,	23	18	41

TABLE No. 15.

Number and Status of Patients at the close of each week in the Year,
1874-75.

DATE.	State.	Town.	Private.	Total.	DATE.	State.	Town.	Private.	Total.
1874.					1875.				
Oct. 3,	292	110	76	478	April 3,	268	131	69	468
10,	291	111	78	480	10,	268	133	69	470
17,	289	112	78	479	17,	266	131	70	467
24,	287	114	76	477	24,	267	132	70	469
31,	282	115	77	474	May 1,	276	134	69	479
Nov. 7,	280	115	77	472	8,	275	136	69	480
14,	278	115	74	467	15,	266	137	69	472
21,	279	116	72	467	22,	276	135	69	480
28,	277	115	72	464	29,	273	134	70	477
Dec. 5,	276	118	72	466	June 5,	272	134	71	477
12,	275	119	71	465	12,	271	135	73	479
19,	276	120	72	468	19,	272	134	73	479
26,	273	122	71	466	26,	272	134	71	477
1875.					July 3,	271	134	73	478
Jan. 2,	271	123	71	465	10,	272	134	72	478
9,	271	124	71	466	17,	272	133	73	478
16,	271	124	73	468	24,	273	135	73	481
23,	270	125	73	468	31,	268	135	75	478
30,	273	127	74	474	Aug. 7,	269	134	75	478
Feb. 6,	274	130	71	475	14,	270	136	75	481
13,	283	130	70	483	21,	266	137	75	478
20,	283	129	70	482	28,	266	138	75	479
27,	284	131	70	485	Sept. 4,	265	137	75	477
Mar. 6,	286	132	71	489	11,	265	138	76	479
13,	286	131	70	487	18,	265	138	75	478
20,	274	130	70	474	25,	269	137	75	481
27,	272	130	69	471					

WEEKLY AVERAGE.									
State patients,	.	.	.	.	.	.	.	.	274.35
Town patients,	.	.	.	.	.	.	.	.	128.34
Private patients,	.	.	.	.	.	.	.	.	72.46
Total,	.	.	.	.	.	.	.	.	475.15

TABLE No. 16.
Supplies for the several Departments for the Year 1874-75.

	Sheets.	Pillow Cases.	Bed Spreads.	Blankets.	Rubber Sheets.	Bed Ticks.	Pillow Ticks.	Towels.	Curtains.	Wash Bowls.	Ewers.	Chambers.	Mirrors.	Hair Brushes.	Carpet Strips.	Plates.	Cups.	Saucers.	Tumblers.	Mugs.	Bowls.	Pitchers.	Syrup Cups.	Casters.	Knives.	Forks.	Combs.
<i>Men's Department.</i>																											
Upper 1st Hall, . . .	12	4	-	-	-	5	2	18	1	1	-	3	-	-	5	7	15	18	18	18	-	-	3	-	2	-	-
2d Hall, . . .	12	18	6	11	-	9	6	6	2	-	-	11	-	-	1	8	14	-	-	34	-	-	-	1	4	-	-
3d and 4th Halls,	36	26	4	9	-	2	3	6	-	-	-	8	-	-	2	3	3	12	12	-	6	-	1	-	1	-	4
Middle 1st Hall, . . .	24	32	4	6	-	6	-	-	4	-	-	3	-	-	-	-	-	18	18	-	2	2	1	-	3	4	2
2d Hall, . . .	42	36	-	41	-	5	5	6	-	-	-	31	1	-	-	-	-	-	-	-	9	-	1	-	3	5	1
3d and 4th Halls,	45	45	-	14	-	9	7	-	-	-	-	30	1	1	-	6	-	21	-	-	6	-	-	1	-	7	-
Lower 1st Hall, . . .	42	30	-	13	-	10	7	9	-	-	-	8	-	3	-	-	-	3	3	-	-	4	-	-	1	8	3
2d Hall, . . .	-	12	-	34	5	11	6	4	2	1	-	22	-	1	-	11	-	16	16	-	-	-	-	-	-	-	-
3d and 4th Halls,	26	24	4	12	6	5	12	4	-	-	-	24	1	1	-	1	-	6	6	-	-	-	1	-	1	-	3
<i>Women's Department.</i>																											
Upper 1st Hall, . . .	12	33	-	4	-	2	-	12	-	1	2	-	1	-	-	-	-	-	-	12	-	-	1	-	6	-	-
2d Hall, . . .	12	24	9	6	-	-	-	24	9	1	1	6	1	-	3	18	18	30	30	30	-	-	-	-	-	-	2
3d Hall, . . .	36	24	12	9	-	22	6	12	-	-	-	12	-	-	-	36	18	30	30	-	-	2	-	-	-	-	8
4th Hall, . . .	24	-	6	4	2	-	-	10	2	-	1	3	-	-	-	12	12	12	12	6	-	3	1	1	-	-	4

Middle 1st Hall,	.	16	-	8	2	-	1	-	42	24	42	36	-	3	2	-	-	3	3	7								
2d Hall,	.	6	15	6	12	-	1	-	12	12	12	3	-	6	1	-	2	-	-	12								
3d Hall,	.	36	36	8	18	-	8	-	-	-	-	-	-	3	-	-	-	-	-	12								
4th Hall,	.	-	-	6	-	-	6	-	6	-	12	-	-	-	-	-	-	-	-	5								
Lower 1st Hall,	.	24	36	8	7	-	9	-	6	-	-	-	-	-	-	-	-	-	-	9								
2d Hall,	.	27	45	4	6	-	-	-	-	-	6	5	12	-	2	-	-	-	-	14								
3d Hall,	.	30	27	8	12	-	6	-	-	-	-	-	-	-	-	-	-	-	-	12								
4th Hall,	.	-	12	4	21	-	-	-	6	-	-	-	-	-	-	-	-	-	-	13								
Kitchen, .	.	-	-	-	-	-	-	-	-	30	12	24	-	18	2	-	3	24	12	-								
Rear, .	.	16	33	5	3	-	-	-	-	-	-	2	-	-	5	-	-	-	-	1								
Centre, .	.	19	14	-	3	-	4	-	-	-	-	7	1	2	14	-	-	-	-	-								
Aggregate,	.	497	526	102	247	13	121	70	261	46	5	5	288	12	6	12	258	146	250	177	34	44	36	2	11	46	32	119

TABLE No. 16---Continued.

	Spoons.	Table Spreads.	Napkins.	Tin Plates.	Tin Cups.	Iron Spoons.	Dish Towels.	Rollers.	Wash Basins.	Soap, lbs.	Brooms.	Whisks.	Dust Brushes.	Scrub'g Brushes.	Dust Pans.	Mops.	Palls.	Spittoons.	Blacking.	Shoe Brushes.	Lanterns.	Spools Thread.	Skelns Linen Thread.	Papers Needles.	Papers Pins.	Darning Needles.
<i>Men's Department.</i>																										
Upper 1st Hall, . .	-	4	-	-	-	-	6	2	-	14	8	1	2	1	2	-	-	1	3	1	-	-	-	-	-	-
2d Hall, . .	-	2	-	-	-	6	6	4	-	18	24	-	2	2	-	1	1	2	4	-	-	-	-	-	-	-
3d and 4th Halls,	-	-	-	3	3	18	12	6	-	40	17	1	2	1	-	-	2	-	9	1	-	-	-	-	-	-
Middle 1st Hall, . .	-	-	-	-	-	6	6	6	-	26	11	1	1	1	1	1	2	2	5	2	-	-	-	80	-	-
2d Hall, . .	-	-	-	5	-	24	6	12	3	48	24	2	3	-	-	-	8	3	1	11	3	-	-	-	-	-
3d and 4th Halls,	-	-	-	6	6	18	12	4	-	30	23	1	1	-	-	1	2	2	13	1	-	-	-	-	-	-
Lower 1st Hall, . .	-	-	-	-	-	12	-	3	-	34	12	1	-	-	-	-	1	-	9	2	-	-	12	-	-	-
2d Hall, . .	-	-	-	7	-	12	18	-	-	12	5	-	1	-	-	5	2	2	19	-	-	-	1	-	-	-
3d and 4th Halls,	-	-	-	-	-	10	12	-	-	30	14	1	2	2	-	-	1	-	7	2	-	-	-	-	-	-
<i>Women's Department.</i>																										
Upper 1st Hall, . .	-	2	12	-	-	-	6	-	1	18	4	1	-	1	-	-	1	2	-	-	-	-	-	-	2	-
2d Hall, . .	6	-	-	-	-	-	6	-	-	38	16	1	1	-	1	1	1	-	-	-	-	2	-	-	2	-
3d Hall, . .	-	-	-	-	10	-	-	-	1	38	6	-	-	-	-	-	-	1	2	-	-	25	4	-	4	-
4th Hall, . .	-	2	-	-	-	-	6	4	-	23	13	1	1	1	1	1	1	2	-	-	-	2	-	-	7	-

Middle 1st Hall,	.	.	-	-	-	-	-	-	2	32	16	1	1	1	-	1	-	1	-	-	-	-	-	18	-	5	11	6
2d Hall,	.	.	-	-	-	-	-	-	-	44	20	-	-	1	2	-	-	-	-	-	-	-	-	28	2	2	7	6
3d Hall,	.	.	-	-	6	12	24	-	-	36	13	-	-	-	-	-	-	-	-	-	-	-	30	-	2	10	-	
4th Hall,	.	.	-	-	-	6	12	-	1	18	6	-	1	-	1	-	-	-	-	-	-	-	11	-	1	10	-	
Lower 1st Hall,	.	.	-	-	-	-	-	-	-	25	15	1	-	-	-	-	-	-	-	-	-	-	6	1	1	5	-	
2d Hall,	.	.	-	-	-	12	30	-	1	40	17	-	1	1	-	-	-	-	-	-	-	-	35	3	7	14	6	
3d Hall,	.	.	-	-	-	-	6	-	-	36	18	-	1	-	1	1	-	-	-	-	-	-	38	-	5	9	6	
4th Hall,	.	.	-	-	6	12	48	-	1	30	11	-	1	-	-	-	-	-	-	-	-	-	18	4	5	11	6	
Kitchen,	.	.	-	-	-	30	-	4	24	76	52	1	1	1	1	-	1	-	-	-	-	-	-	-	-	-	-	
Rear,	.	.	-	-	-	-	-	-	-	161	59	10	5	3	4	3	-	-	-	-	-	1	-	-	4	-	7	-
Centre,	.	.	-	-	1	-	-	2	6	31	20	4	2	2	2	-	-	-	-	-	-	-	-	-	-	-	-	
Aggregate,	.	.	6	10	14	46	91	282	132	898	424	28	29	17	17	27	37	7	80	13	1	216	98	31	99	30		

TABLE No. 17.
Monthly Consumption of Gas, 1874-75.

MONTHS.							Cubic Feet.	Daily Average.
October, 1874,	.	.	.	.	.	.	29,900	964.51
November,	.	.	.	.	.	.	35,850	1,195.
December,	.	.	.	.	.	.	40,100	1,293.54
January, 1875,	.	.	.	.	.	.	44,100	1,422.58
February,	.	.	.	.	.	.	32,700	1,167.85
March,	.	.	.	.	.	.	26,650	859.67
April,	.	.	.	.	.	.	19,200	640.
May,	.	.	.	.	.	.	14,550	469.35
June,	.	.	.	.	.	.	11,950	398.33
July,	.	.	.	.	.	.	11,950	385.48
August,	.	.	.	.	.	.	14,950	482.25
September,	.	.	.	.	.	.	20,500	683.33
Total,	.	.	.	.	.	.	302,400	828.49*

* Daily average for the year.

TABLE No. 18.
Annual Cost of Gas.

YEAR.							Cost of Gas.	Average Number of Patients.	Cost per Patient.
1860-61,	.	.	.	.	.	.	\$2,030 39	314.26	\$6 46
1861-62,	.	.	.	.	.	.	2,085 29	313.80	6 64
1862-63,	.	.	.	.	.	.	2,109 02	355.63	5 93
1863-64,	.	.	.	.	.	.	2,069 79	357.63	5 78
1864-65,	.	.	.	.	.	.	1,653 05	342.40	4 82
1865-66,	.	.	.	.	.	.	1,107 98	376.35	2 94
1866-67,	.	.	.	.	.	.	1,056 16	401.03	2 63
1867-68,	.	.	.	.	.	.	1,022 51	413.41	2 47
1868-69,	.	.	.	.	.	.	903 92	405.10	2 23
1869-70,	.	.	.	.	.	.	915 30	408.83	2 23
1870-71,	.	.	.	.	.	.	1,043 99	421.90	2 47
1871-72,	.	.	.	.	.	.	980 94	428.72	2 28
1872-73,	.	.	.	.	.	.	1,006 61	437.23	2 30
1873-74,	.	.	.	.	.	.	1,066 74	469.54	2 27
1874-75,	.	.	.	.	.	.	1,012 63	475.35	2 13

The hospital has always been supplied with gas by the Northampton Gas-Light Company, at the uniform price, under special contract, of three dollars and twenty-five cents (\$3.25) per thousand cubic feet, with an additional charge for meter-rent.

TABLE NO. 19.

Trustees of the Northampton Lunatic Hospital.

N A M E .	Residence.	When app'ted.	Service ended.	From what cause.
Charles E. Forbes, .	Northampton, .	1856	1857	Term expired.
Lucien C. Boynton, .	Uxbridge, . .	1856	1858	do. do.
Eliphalet Trask, .	Springfield, . .	1856	1875	do. do.
John C. Russell, .	Great Barrington,	1856	1859	Resigned.
Horace Lyman, . .	Greenfield, . .	1856	1857	Removed.
Charles Smith, . .	Northampton, .	1857	1860	Resigned.
Luther V. Bell, . .	Somerville, . .	1857	1859	do.
Zebina L. Raymond, .	Greenfield, . .	1858	1859	do.
Franklin Ripley, .	Greenfield, . .	1859	1860	Died in office.
Edward Dickinson, .	Amherst, . .	1859	1864	Resigned.
Walter Laffin, . .	Pittsfield, . .	1859	1866	Term expired.
Silas M. Smith, . .	Northampton, .	1860	1863	do. do.
Charles Allen, . .	Greenfield, . .	1860	1861	Resigned.
Alfred R. Field, . .	Greenfield, . .	1861	1864	do.
Edward Hitchcock, .	Amherst, . .	1863	—	Still in office.
Silas M. Smith, . .	Northampton, .	1864	—	do. do.
Edmund H. Sawyer, .	Easthampton, .	1864	—	do. do.
Henry L. Sabin, . .	Williamstown, .	1866	—	do. do.
Adams C. Deane, . .	Greenfield, . .	1875	—	do. do.

TABLE NO. 20.

Number of Persons, other than Officers, employed in the regular duties of the Hospital.

OCCUPATIONS.	Males.	Females.	Total.
Supervisors,	1	1	2
Assistant Supervisor,	—	1	1
Assistant Clerk,	—	1	1
Seamstress,	—	1	1
Assistant Seamstress,	—	1	1
Laundress,	—	1	1
Assistant Laundress,	—	1	1
Baker,	1	—	1
Steward,	1	—	1
General Attendants,	11	15	26
Housework, centre building,	—	3	3
Cook,	—	1	1
Assistant Cooks,	1	3	4
Watchman,	1	—	1
Carpenters,	3	—	3
Painter,	1	—	1
Assistant Engineer,	1	—	1
Hostler,	1	—	1
Paver and lawn dresser,	1	—	1
Farmers,	6	—	6
Totals,	29	29	58

TABLE No. 21.
Working Patients, November, 1874.

	Men.	Women.	Total.
Constant and efficient workers—			
In the kitchen,	4	8	12
laundry,	2	16	18
sewing-room,	—	16	16
On the farm,	25	—	25
In the coal-house, bakery, barn, stable, as painter, etc.,	12	—	12
Work much, most of them constantly and efficiently, at housework on the halls, .	16	14	30
Sew much, on the halls,	—	2	2*
Work a little, at housework, on the halls, .	17	19	36
Keep their rooms in order, but do little more,	—	22	22
Make their beds, but do little more, . . .	—	34	34
Occasional workers in the sewing-room, .	—	7	7
on the farm,	13	—	13
Total,	89	138	227

* All the mending of clothes in the female department is done on the halls, most of it by patients who, in this table, are placed under one of the other heads.

No patient is counted twice in the table, although many of them work in more than one place.

The number of patients in the house, when this list was made, was : men, 219 ; women, 248 ; total, 467.

TABLE No. 22.
Days' Work by Patients, 1874-75.

MONTHS.	FARM.	KITCHEN.			SEWING-ROOM.	LAUNDRY.		
	Men.	Men.	Women.	Total.	Women.	Men.	Women.	Total.
1874.								
October, . .	541	93	215	308	247	23	302	325
November, . .	360	90	229	319	247	10	260	270
December, . .	444	93	217	310	246	11	322	333
1875.								
January, . . .	464	93	227	320	225	10	210	220
February, . . .	264	84	209	293	162	11	215	226
March,	311	93	222	315	272	12	236	248
April,	387	90	190	280	248	12	230	242
May,	507	93	204	297	258	21	216	237
June,	519	90	195	285	240	21	229	250
July,	694	93	206	299	277	26	242	268
August,	532	93	212	305	272	22	242	264
September, . .	590	90	195	285	249	21	242	263
Totals,	5,613	1,095	2,521	3,616	2,943	200	2,946	3,146

Aggregate of men, 6,908 ; of women, 8,410 ; both sexes, 15,318.

An imperfection exists in the column of work upon the farm. In consequence of a misunderstanding, some hundreds of days were not recorded.

TABLE No. 23.

List of Articles made in the Sewing-room, 1874-75.

Sheets,	517	Skirts,	161
Pillow-cases,	536	Chemises,	274
Bolster-cases,	53	Drawers,	69
Bed-spreads, hemmed,	83	Night-dresses,	23
Bed-spreads, made,	4	Sacks,	34
Bedticks,	167	Aprons,	99
Pillow-ticks,	68	Waists,	45
Curtains,	58	Hoods,	22
Table-cloths,	27	Shirts,	196
Napkins,	12	Pants,	12
Dish-towels,	275	Suspenders, pairs,	168
Rollers,	137	Collars,	36
Carpets,	1	Hats (trimmed),	84
Pieces of Carpet (hemmed),	29	Handkerchiefs,	4
Clothes-bags,	12	Holder, for laundry,	900
Wagon Covers,	4	Sundries,	17
Ox-blankets,	6	Articles repaired,	17,491
Dresses,	235		

TABLE No. 24.

Upholstery done in 1874-75.

Hair Mattresses made, new materials,	7
Hair Mattresses made, new ticks,	25
Hair Pillows made, new materials,	21
Husk Mattresses made, new materials,	71
Husk Mattresses made, new husks,	15
Hair Mattresses overhauled, with increase of hair,	54
Hair Pillows overhauled, with increase of hair,	23

The husks were split and the hair picked in the house.

TABLE NO. 25.

Iron-Work in the Blacksmith Shop in one Year.

ARTICLES MADE.	
Hangers for radiators,	187
Hooks for hanging water and steam pipes,	89
for other purposes,	2
Rods for fastening chair arms,	31
to hang pipe,	9
to hang steam-bonnet in kitchen,	4
for other purposes,	12
Braces for legs of iron bedsteads,	48
for legs of lounges,	5
for railroad track,	2
for legs of ironing tables,	12
for railroad car,	7
for chair,	2
for bench,	2
for other purposes,	6
Wall-hooks for hanging pictures,	100
Brackets, large, for broad shelves,	20
Bearings for swinging clothes-horses,	28
Eyes for hitching-posts,	8
Bench irons for carpenters,	6
Staples,	9
Punches,	8
Keys for wagon and cart,	3
Bolts,	3
Irons for table,	4
for door-weights,	2
Half-rounds for rock-splitting,	6
Irons for screen,	2
Stays for door-casing,	2
Rings,	2
Stays for saw-frame,	2
Screw-drivers,	2
Sweep for grindstone,	1
Rocker-iron for railroad track,	1
Tap-wrench,	1

TABLE No. 25—Continued.

Cold chisel,	1
Nail set,	1
Barn door-handle,	1
TOOLS SHARPENED.	
Drills for blasting,	309
Points for cutting stone,	8
Cold chisels,	21
Iron bars,	2
Ox-shoes,	45
ARTICLES REPAIRED.	
Iron bedsteads,	15
Pipe tongs,	2
Punches,	3
Grate-hinges,	2
Pokers,	5
Hammers,	2
Screw-driver,	1
Blasting-spoon,	1
Scraper,	1
Broiler,	1
Meat-hook,	1
MISCELLANEOUS.	
Bolts lengthened,	2
Bolts straightened,	4
Iron bar straightened,	1
Snow-scraper shod,	1
Tongue to car-truck altered,	1

This is the account of work during the official year 1871-72. No account has been kept since the close of that year.

TABLE NO. 26.

Officers and Employés. Time Employed. March 1, 1875.

N A M E.	Years.	Months.	Days.
Pliny Earle, M. D., Superintendent, . .	10	7	26
Edward B. Nims, 1st Assistant Physician, .	6	2	14
Samuel M. Garlick, 2d " " .	—	4	10
Walter B. Welton, Clerk,	9	—	14
Asa Wright, Farmer,	17	3	—
Danford Morse, Engineer,	10	—	7
Jeremiah E. Shufelt, Supervisor,	11	2	4
Lucy A. Gilbert, Supervisor,	8	—	18
F. Josephus Rice, Steward,	16	4	24
Mary Ward, Seamstress,	4	6	3
Isabelle Halladay, Laundress,	1	4	25
Charles Ziehlké, Baker,	12	6	—
Frances C. Earle, Assistant Clerk,	3	3	6
Annie L. White, Assistant Supervisor,	3	8	23
Flora A. Ward, Assistant Seamstress,	2	7	16
Ellen Halladay, Assistant Laundress,	1	4	25
Charles H. Dudley, Attendant,	6	—	25
Perry Davis, Attendant,	5	4	16
Andrew N. Thorington, Attendant,	4	1	30
Edward Blundell, Attendant,	2	11	4
Thomas Brown, Attendant,	2	5	19
Robert H. Gallivan, Attendant,	1	10	11
D. Erskine Barrett, Attendant,	1	9	8
Thomas Powers, Attendant,	—	11	11
Alfred J Cusson, Attendant,	—	10	14
William H. Regan, Attendant,	—	—	3
Agnes S. Wilson, Attendant,	16	6	19
Isabella S. Johnston, Attendant,	6	11	5
Maria E. Graves, Attendant,	6	7	7
Marietta S. Babcock, Attendant,	6	4	—
Helen Mann, Attendant,	2	6	9
Fanny R Powers, Attendant,	2	4	—
Frances Dalton, Attendant,	2	—	8

TABLE No. 26—Continued.

N A M E.	Years.	Months.	Days.
Louanna Payne, Attendant,	1	8	26
Ida White, Attendant,	1	6	21
Hannah Merrifield, Attendant,	1	5	25
Julia E. Smith, Attendant,	1	5	20
Martha Harris, Attendant,	—	6	7
Mina Richards, Attendant,	—	6	—
Mary Ransome, Attendant,	—	4	—
Jerusha Howe, Cook,	15	7	13
Harriet Aldrich, Assistant Cook,	—	5	14
Seviah M. Lincoln, Assistant Cook,	—	2	9
Charlotte E. Clark, Assistant Cook,	—	2	3
Isabella Elmer, Assistant Cook,	—	—	4
William Lacore, Assistant Cook,	1	10	24
Emily J. Mercier, Centre,	7	1	26
Maria Lowe, Centre,	2	8	22
Harriet Halladay, Farmer's Dining-room,	—	7	11
William C. Hall, Assistant Engineer,	9	5	17
Richard E. Morris, Night Engineer,	3	8	15
William D. Dixon, Watchman,	3	6	26
Sifroi Belville, Carpenter,	4	10	7
Edward Addis, Carpenter,	3	3	15
Waldy Tetro, Carpenter,	1	11	23
Alfred Parenteau, Painter,	9	6	18
James Madden, Hostler,	1	10	—
Benjamin Rockwell, Assistant Farmer,	7	9	—
John Mercier, Assistant Farmer,	7	8	—
Eugene Sullivan, Assistant Farmer,	2	10	—
Herbert Persons, Assistant Farmer,	—	10	13

Twelve of the persons have not been in their present situations during the whole period of service. For examples, the supervisors, the assistant supervisor and the seamstress were formerly attendants.

Eleven of the persons have been employed more than once. In these instances the table gives the total time of service.

TWENTY-SECOND ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

T A U N T O N .

OCTOBER, 1875.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET (CORNER OF FEDERAL).

1876.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor and the Honorable Council.

In presenting this, their Twenty-Second Annual Report, the Trustees of the State Lunatic Hospital at Taunton would express their satisfaction in being able to state that the enlargement of the institution, which was partially finished at the time of making the report last year, has been completed, and is in successful operation.

They are, however, under the necessity of stating, that the reasons given at the time application was made to the legislature for means to make such enlargement; viz., that not only were our wards then overflowing, but that before relief from our crowded condition could be obtained from either of the new structures then contemplated, and now in process of construction, we should most probably be as full as at that time, have been confirmed. That point has been very nearly, if not quite, already reached. Our number at the time referred to, or at the close of the year 1873, was 434. At the close of the next year we had 508 patients, and on the 30th day of last month, the close of the present year, we had 602. The admissions for the year just closed have been 477. The number under treatment the past year has been 985. Both these numbers are very largely in excess of those of any previous year. The discharges during the same time have been, from all causes, 383; leaving, as before, 602.

The principle of heating adopted for warming the wards in the extension of the hospital having proved so satisfactory, we were contemplating the propriety of introducing the same principle into the older parts of the building,—being induced thereto because the pipes used for that purpose, having been in use for many years, had become very much corroded, requiring frequent and sometimes heavy repairs, such repairs often occurring during the extreme cold weather, causing not only annoyance, but frequently much inconvenience and discomfort to our patients,—when, on the occasion of the visit of the committee of the legislature on Public Charitable Institutions, on the 9th of February last, one of the coldest days of that winter, they being so well pleased with the arrangements for the new part then finished, we were urged by them, not only to put it into the new wing, then in process of construction, but to proceed as soon as practicable with the change in the old parts of the house, which, through the liberality of the legislature in furnishing us with the means for its accomplishment, has been done, the work having all been executed under the supervision of our efficient engineer, Mr. Rufus D. Godding; and we are now prepared, as soon as the season shall require it, to warm the whole house on the principle which had been so successfully commenced. We have in the cellar 562 radiators, so arranged as to communicate directly with all parts of the hospital, and in such a manner that the heat can be carried to or shut from any one or more wards at pleasure.

In addition to the heating, the ventilation of the old part of the house will be much improved, as we have placed large ventilators upon the ridge of the roof of several of the wings, to which flues, connecting continuously with the flues opening into the attic from the rooms of the patients, are carried, thus keeping up a circulation of fresh air from outside, passing over the radiators through the heated flues into the halls and rooms and on through the ventilating flues to the ridge-ventilator. The experience of the past winter in the new wards then occupied satisfied us that, if we have not reached perfection in ventilation, we have greatly improved upon our previous condition, and we are now applying the same prin-

ciple, as best we can, to the old wards, with what success remains to be seen when we put the heat upon the house. A number of further improvements which have been made in parts of the old house must be seen to be appreciated.

A very marked improvement, growing out of the enlargement of the hospital, is our ability to classify the patients to so much greater extent than heretofore, that the condition of many of our wards is materially improved; while none of them, even those where the most noisy and highly excited patients are confined, are rendered less desirable than before. We have also in process of preparation a number of additional airing-courts for the different classes of patients, which will, in a few weeks at farthest, be ready for occupancy.

Owing to the greatly increased number of patients in the house, the Trustees, early in the summer, judged it necessary to increase the medical force of the hospital. They accordingly authorized the Superintendent to take measures to procure an additional assistant, which resulted in the appointment, in July last, of Dr. George L. Ellis to the place of second Assistant Physician; he entered upon his duties in the early part of last month. From the short time he has been with us, we have reason to believe that he will prove a valuable acquisition to our force.

To our excellent Superintendent, Dr. Godding, we are in great degree indebted for the successful management and conduct of the multifarious affairs of the hospital, both within and without; he has devoted himself with assiduity and earnestness to his work, and we can but congratulate ourselves and the patients upon having so satisfactory and competent a person to preside over the interests of the institution.

To Dr. Gage, our first Assistant Physician, we would express our satisfaction for the promptness with which he has always discharged the duties devolving upon him, and for the interest which he has manifested towards the unfortunate persons over whom he has been placed.

To Mr. Kittredge, our Clerk and Treasurer, we would also express our high appreciation of the fidelity and attention which he has given to the discharge of his duties.

In conclusion, we commit the hospital, with its numerous family, to the tender mercies of our loving Heavenly Father, and to the watchful, fostering care of our beloved Commonwealth.

GEO. HOWLAND, JNR.,
OLIVER AMES,
SIMEON BORDEN,
LEBARON RUSSELL,
C. R. ATWOOD,
Trustees.

STATE LUNATIC HOSPITAL, }
TAUNTON, Oct. 14, 1875. }

LIST OF PERSONS

Employed at the Taunton Lunatic Hospital, September 30, 1875.

Superintendent and Physician,	(per year), \$2,500 00
Assistant Physician,	" 1,200 00
Assistant Physician,	" 800 00
Treasurer and Clerk,	" 1,200 00
Supervisor (male),	" 500 00
Supervisor (female),	" 400 00
Housekeeper,	" 300 00
Seamstress,	" 200 00
Engineer,	(per month), 75 00
Baker,	" 40 00
Assistant Baker,	" 25 00
Assistant Supervisor (male),	" 30 00
Assistant Supervisor (female),	" 18 00
Coachman,	" 30 00
Gardener,	" 30 00
Nightwatch (male),	" 30 00
Nightwatch (female),	" 18 00
Fireman,	" 30 00
Firemen (2),	" 25 00
Laborers (6),	" 25 00
Carpenter,	" 25 00
Painter,	" 25 00
Stable-boy,	" 15 00
Farm hand,	" 35 00
Farm hand,	" 25 00
Farm hand,	" 15 00
Attendant (male),	" 30 00
Attendants (male) (17),	" 25 00
Attendants (female) (9),	" 16 00
Attendants (female) (10),	" 14 00
Assistant Seamstresses (3),	" 14 00
Laundress,	(per week), 5 00
Laundress girl,	" 3 50
Laundress girls (4),	" 3 00
Kitchen girls (6),	" 3 00
House Attendants (2),	" 8 00

INVENTORY OF STOCK AND SUPPLIES

On hand, September 30, 1875.

Live-stock on the farm,	\$3,700 00
Produce of the farm on hand,	1,780 00
Carriages and agricultural implements,	1,950 00
Machinery and mechanical fixtures,	35,300 00
Beds and bedding,	19,718 50
Other furniture,	11,017 05
Furniture in the Superintendent's department,	1,675 00
Dry goods,	3,729 71
Provisions and groceries,	1,604 45
Fuel,	6,000 00
Drugs and medicines,	436 25
Library,	450 00
	<hr/>
	\$87,360 96

TREASURER'S REPORT.

I respectfully submit the following Report of the finances of this institution for the year ending September 30, 1875, to the Trustees :—

ASSETS.

134 acres of land, at \$200 per acre, .	\$26,800 00
Hospital building,	275,000 00
Brick barn and stable,	8,000 00
Other out-buildings,	7,000 00
	\$316,800 00

Personal Estate.

Stock and supplies on hand, as per inventory appended to the Trustees' report,	87,360 96
Reserve fund,	11,000 00
Total Assets,	\$415,160 96

RECEIPTS.

Cash on hand, September 30, 1874,	\$228 07
Received from the state treasurer,	27,515 26
from towns,	62,835 75
from individuals,	15,462 91
from interest,	770 00
from sales,	729 52
	\$107,541 51

PAYMENTS.

1st. Salaries, wages and labor,	\$23,766 95
2d. Provisions and supplies, viz. :—	
Meats of all kinds,	\$11,240 00
Fish of all kinds,	2,322 81
Amounts carried forward,	\$13,562 81
	\$23,766 95

<i>Amounts brought forward,</i>	.	.	\$18,562	81	\$23,766	95
Fruit and vegetables,	.	.	2,332	65		
Flour and bread,	.	.	5,021	13		
Grain and meal for table,	.	.	732	20		
Grain and meal for stock,	.	.	1,494	06		
Tea, coffee and broma,	.	.	2,534	33		
Sugar and molasses,	.	.	5,605	73		
Milk, butter and cheese,	.	.	10,634	93		
Salt and other groceries,	.	.	4,443	07		
					46,360	91
3d. Clothing,	.	.	.	.	7,048	03
4th. Fuel and light,	.	.	.	.	9,813	19
5th. Medicines and medical supplies,	.	.	.	.	1,435	13
6th. Furniture, beds and bedding,	.	.	.	.	8,198	86
7th. Transportation,	.	.	.	.	1,313	66
8th. Construction and repairs,	.	.	.	.	6,438	23
9th. Miscellaneous expenses,	.	.	.	.	2,133	36
					\$106,508	32

LIABILITIES.

Salaries and wages, due October 1,	\$3,240 22
Miscellaneous bills due,	10,169 59
	<hr/>
	\$13,409 81

Due the institution for board, October 1 :—

From towns,	.	.	.	.	.	.	.	\$18,891	87
State,	.	.	.	.	.	.	.	7,089	54
individuals,	.	.	.	.	.	.	.	5,499	58
Cash on hand, September 30, 1875,	.	.	.	.	.	.	.	1,033	19
								<hr/>	
								\$32,514	18

SUMMARY.

Total receipts,	\$107,541 51
Total payments,	106,508 32
	<hr/>
	\$1,033 19
 Total liabilities,	 \$13,409 81
Total debts due the institution,	31,480 99
	<hr/>
	\$18,071 18

Current expenditures,	\$106,508 32
Dividing this sum by 557, the average number of patients, we have, as the annual cost of each patient,	\$191 22
And the average weekly cost,	3 68

JOHN KITTREDGE, *Treasurer.*

TAUNTON LUNATIC HOSPITAL, }
TAUNTON, Oct. 11, 1875. }

The undersigned have this day examined the foregoing account of the Treasurer, and compared it with the vouchers, and find it correct.

GEO. HOWLAND, JNR.,
SIMEON BORDEN,
Committee.

SUPERINTENDENT'S REPORT.

To the Trustees of the Taunton Lunatic Hospital.

GENTLEMEN :—I present in the following tables the statistics of the hospital year ending September 30, 1875.

TABLE No. 1.

	Males.	Females.	Totals.
Number of patients remaining September 30, 1874,	263	245	508
Number of patients admitted since September 30, 1873,	251	226	477*
Number of patients under treatment during the year,	514	471	985
Number of patients discharged during the year,	158	158	316†
Number of patients deceased during the year,	37—195	30—188	67—383
Number of patients remaining September 30, 1875,	319	283	602

* 9 males, 4 females, readmitted within the year.

† Including 3 by elopement.

The average number under treatment, 557+.

TABLE No. 2.

Monthly Statement of Admissions, Discharges and Deaths.

TIME.	Admitted.	Discharged.	Died.
September,	29	26	6
October,	50	31	5
November,	24	22	5
Autumn,	—103	— 79	— 16

TABLE No. 2—Continued.

TIME.	Admitted.	Discharged.	Died.
December,	31	14	2
January,	37	18	6
February,	34	22	7
Winter,	—102	— 54	— 15
March,	33	21	7
April,	45	33	8
May,	55	41	7
Spring,	—133	— 95	— 22
June,	52	36	4
July,	43	32	6
August,	44	20	4
Summer,	—139	— 88	— 14
Totals,	477	316	67

TABLE No. 3.
Condition of those Discharged.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Recovered,	66	48	114*	967	921	1,888	2,002
Improved,	64	86	150	637	581	1,218	1,368
Unimproved,	28	24	52	579	607	1,186	1,238
Died,	37	30	67	476	414	890	957
Totals,	195	188	383	2,659	2,523	5,182	5,565

* Ratio of Recoveries to Discharges, including Deaths, 29.63.

TABLE NO. 4.

Character of Insanity.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Mania, . . .	123	101	224	1,497	1,474	2,970	3,194
Melancholia, . .	33	60	93	338	424	762	855
Monomania, . .	6	4	10	102	81	183	193
Dementia, . . .	75	58	133	984	784	1,768	1,901
Congenital imbecility,	2	1	3	8	9	17	20
Paresis (since 1870),	10	2	12	87	2	39	51
Not insane, . .	2	—	2	3	—	3	5
Totals, . . .	251	226	477	2,968	2,774	5,742	6,219

TABLE NO. 5.

Duration of Disease before Admission.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Less than 3 months, .	72	74	146	1,158	1,154	2,312	2,458
Betw'n 3 and 6 mos.,	16	19	35	314	324	638	673
6 and 12 mos.,	40	35	75	294	230	524	599
1 and 2 yrs.,	42	34	76	336	290	626	702
2 and 3 yrs.,	15	12	27	222	175	397	424
3 and 4 yrs.,	11	9	20	114	118	232	252
4 and 5 yrs.,	5	7	12	92	92	184	196
5 and 10 yrs.,	31	17	48	235	227	462	510
10 and 20 yrs.,	14	14	28	137	119	256	284
Over 20 years, . .	5	5	10	66	45	111	121
Totals, . . .	251	226	477	2,968	2,774	5,742	6,219

TABLE No. 6.

Duration of Insanity before Admission in those Discharged Recovered.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Less than 3 months, .	44	23	67	557	533	1,090	1,157
Betw'n 3 and 6 mos.,	5	7	12	87	95	182	194
6 and 12 mos.,	6	8	14	52	54	106	120
1 and 2 yrs., .	5	7	12	35	32	67	79
2 and 3 yrs., .	3	—	3	26	18	44	47
Over 3 years, . .	3	3	6	31	34	65	71
Totals, . . .	66	48	114	788	766	1,554	1,668

TABLE No. 7.

Causes of Death in those Deceased.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Phthisis, . . .	2	2	4	67	104	171	175
Maniacal exhaustion, .	3	10	13	67	71	138	151
Paresis . . .	8	2	10	91	13	104	114
Apoplexy, . . .	3	3	6	41	25	66	72
Org. brain disease, .	10	8	18	28	16	44	62
Paralysis, . . .	1	2	3	28	16	44	47
Diarrhœa, . . .	—	—	—	20	24	44	44
Inanition, . . .	3	—	3	19	21	40	43
Marasmus, . . .	—	1	1	19	22	41	42
Epilepsy, . . .	1	—	1	22	12	34	35
Old age, . . .	1	—	1	11	15	26	27
Fever, . . .	—	—	—	14	5	19	19
Disease of heart, .	1	—	1	6	11	17	18
Dysentery, . . .	—	—	—	10	7	17	17

TABLE No. 7—Continued.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Suicide, . . .	2	—	2	6	6	12	14
Pneumonia, . .	1	1	2	3	7	10	12
Anæmia, . . .	—	—	—	4	7	11	11
Erysipelas, . .	—	—	—	4	5	9	9
Disease of liver, .	—	—	—	3	3	6	6
Gangrene, . . .	—	—	—	1	4	5	5
Congestion of lungs,	—	—	—	1	4	5	5
Cancer, . . .	—	—	—	—	4	4	4
Cystitis, . . .	—	—	—	2	1	3	3
Scrofula, . . .	—	—	—	1	1	2	2
Chorea, . . .	—	—	—	1	1	2	2
Gastritis, . . .	—	—	—	1	1	2	2
Peritonitis, . . .	—	—	—	1	1	2	2
Disease of kidney, .	—	—	—	—	2	2	2
Carbuncle, . . .	—	—	—	1	—	1	1
Burns, . . .	—	—	—	—	1	1	1
Measles, . . .	—	—	—	1	—	1	1
Variola, . . .	—	—	—	1	—	1	1
Injury, . . .	—	—	—	1	—	1	1
Strangulation by food,	—	—	—	1	—	1	1
Necrosis, . . .	—	—	—	1	—	1	1
Abscess, . . .	—	—	—	1	—	1	1
Rheumatism, . . .	—	—	—	1	—	1	1
Strangulated hernia, .	—	—	—	—	1	1	1
Pyæmia, . . .	1	—	1	—	—	—	1
Diphtheria, . . .	—	1	1	—	—	—	1
Totals, . . .	37	30	67	479	411	890	957

TABLE No. 8.

Age of Patients Admitted.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Betw'n 5 and 10 yrs.,	—	—	—	1	2	3	3
10 and 15 yrs.,	1	2	3	15	16	31	34
15 and 20 yrs.,	16	15	31	175	165	340	371
20 and 25 yrs.,	32	27	59	348	372	720	779
25 and 30 yrs.,	37	29	66	445	436	881	947
30 and 35 yrs.,	28	24	52	406	414	820	872
35 and 40 yrs.,	33	22	55	406	359	765	820
40 and 45 yrs.,	25	27	52	325	288	613	665
45 and 50 yrs.,	20	25	45	263	233	496	541
50 and 55 yrs.,	26	16	42	190	161	351	393
55 and 60 yrs.,	5	10	15	136	99	235	250
60 and 65 yrs.,	9	12	21	115	84	199	220
65 and 70 yrs.,	6	3	9	65	54	119	128
70 and 75 yrs.,	6	9	15	40	36	76	91
75 and 80 yrs.,	5	3	8	25	29	54	62
80 and 85 yrs.,	2	2	4	12	17	29	33
Over 85 years, . . .	—	—	—	1	9	10	10
Totals, . . .	251	226	477	2,968	2,774	5,742	6,219

TABLE No. 9.

Occupation of all Male Patients Admitted.

Laborers,	828	Drivers, teamsters and hos-	
Farmers and gardeners,	332	tlers,	58
Seafaring men,	314	Police and watchmen,	4
Traders,	165	Engravers,	5
Mill operatives,	138	Engineers,	6
Artisans in iron,	169	Hotel and saloon keepers,	19
" in silver and gold,	20	Clerks,	110
" in tin, copper and		Artists,	2
lead,	15	Printers,	23
" in leather,	232	Editors,	2
" in wood,	174	Barbers,	16
" in brick and stone,	82	Clergymen,	21
" in glass,	2	Physicians,	20
Hat and bonnet makers,	11	Lawyers,	8
Painters,	55	Dentists,	4
Tailors,	40	Gauger,	1
Butchers,	17	In schools,	66
Bakers and cooks,	18	Actors and musicians,	11
Brewer,	1	Soldiers,	30
Cigar-makers,	14	No occupation,	113
Paper-hanger,	1	Unknown,	29
Bookbinder,	1		
Porters and waiters,	42	Total,	3,219

TABLE No. 10.

Civil Condition of all Persons Admitted.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Married,	111	91	202	1,262	1,128	2,390	2,592
Single,	125	96	221	1,534	1,222	2,756	2,977
Widowed or divorced,	14	38	52	147	418	565	617
Unknown,	1	1	2	25	6	31	33
Totals,	251	226	477	2,968	2,774	5,742	6,219

TABLE No. 11.

Nativity of all Persons Admitted.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
America, . . .	127	86	213	1,497	1,202	2,699	2,912
" Irish parents,	16	12	28	90	82	172	200
Ireland, . . .	68	95	163	962	1,229	2,191	2,354
England, . . .	9	6	15	114	84	198	213
British Provinces, .	11	14	25	81	86	167	192
Germany, . . .	8	6	14	115	50	165	179
Scotland, . . .	4	1	5	23	18	41	46
Portugal, . . .	2	1	3	15	5	20	23
Italy, . . .	1	—	1	15	3	18	19
Sweden, : . .	—	4	4	6	7	13	17
France, . . .	1	—	1	12	2	14	15
Denmark, . . .	1	—	1	8	1	9	10
Spain, . . .	—	—	—	8	1	9	9
West Indies, . . .	—	—	—	8	1	9	9
Switzerland, . . .	—	—	—	4	1	5	5
Asia, . . .	1	—	1	3	—	3	4
Holland, . . .	—	—	—	3	—	3	3
Wales, . . .	—	—	—	1	1	2	2
Russia, . . .	1	—	1	1	1	2	3
Turkey, . . .	—	—	—	1	—	1	1
Africa, . . .	—	1	1	—	—	—	1
Unknown, . . .	1	—	1	1	—	1	2
Total, . . .	251	226	477	2,968	2,774	5,742	6,219

TABLE NO. 12.

*Assigned Causes of Insanity.**

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Intemperance, . . .	35	14	49	632	190	822	871
Ill-health, . . .	13	43	56	180	574	754	810
Masturbation, . . .	23	—	23	273	19	292	315
Domestic trouble, . .	5	8	13	66	180	246	259
Religious excitement, .	1	4	5	109	112	221	226
Epilepsy, . . .	15	11	26	125	78	203	229
Puerperal, . . .	—	12	12	—	198	198	210
Injury, . . .	9	3	12	107	28	135	147
Pecuniary trouble, . .	12	—	12	109	19	128	140
Loss of friends, . . .	1	12	13	32	85	117	130
Brain disease, . . .	11	7	18	94	33	127	145
Disappointment, . . .	2	—	2	30	89	119	121
Hard work, . . .	6	3	9	49	46	95	104
Sunstroke, . . .	9	1	10	63	3	66	76
Old age, . . .	5	11	16	19	29	48	64
Congenital, . . .	2	3	5	14	24	38	43
Fright, . . .	—	4	4	11	20	31	35
Hard study, . . .	4	1	5	23	6	29	34
Use of narcotics, . . .	—	—	—	16	12	28	28
Want of employment, .	2	—	2	16	4	20	22
Ill-treatment, . . .	—	—	—	2	18	20	20
Jealousy, . . .	—	—	—	12	8	20	20
Seduction, . . .	—	—	—	—	18	18	18
Home-sickness, . . .	—	—	—	3	12	15	15
Exposure, . . .	—	—	—	13	2	15	15
Venereal, . . .	—	—	—	5	4	9	9
Excitement, . . .	1	—	1	5	—	5	6
Healing of ulcer, . . .	—	—	—	1	2	3	3
Light reading, . . .	—	—	—	—	2	2	2
Bad education, . . .	—	—	—	1	1	2	2
Obsession, . . .	—	—	—	1	—	1	1
Imprisonment, . . .	—	—	—	1	—	1	1
Unknown, . . .	95	89	184	956	958	1,914	2,098
Totals, . . .	251	226	477	2,968	2,774	5,742	6,219

* Previous existence of insanity recorded in 76 cases.

TABLE No. 13.

Age at which Insanity appeared.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Under 5 years, . . .	4	5	9	32	19	51	60
Betw'n 5 and 10 yrs.,	2	4	6	16	16	32	38
10 and 15 yrs.,	7	2	9	46	38	84	93
15 and 20 yrs.,	18	20	38	247	234	481	519
20 and 25 yrs.,	40	27	67	417	430	847	914
25 and 30 yrs.,	30	26	56	460	505	965	1,021
30 and 35 yrs.,	35	35	70	418	374	792	862
35 and 40 yrs.,	35	23	58	372	350	722	780
40 and 45 yrs.,	22	28	50	284	247	531	581
45 and 50 yrs.,	16	15	31	222	192	414	445
50 and 55 yrs.,	15	10	25	145	113	258	283
55 and 60 yrs.,	6	10	16	122	84	206	222
60 and 65 yrs.,	6	8	14	83	60	143	157
65 and 70 yrs.,	8	6	14	55	37	92	106
70 and 75 yrs.,	5	4	9	21	24	45	54
75 and 80 yrs.,	1	1	2	16	24	40	42
Over 80 years, . . .	1	2	3	2	10	12	15
Unknown,	—	—	—	10	17	27	27
Totals,	251	226	477	2,968	2,774	5,742	6,219

TABLE No. 14.
Last Residence of Patients.

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
Suffolk County, . .	150	150	300	1,370	1,412	2,782	3,082
Bristol County, . .	45	41	86	523	417	940	1,026
Norfolk County, . .	20	16	36	399	295	694	730
Plymouth County, . .	15	10	25	219	194	413	438
Essex County, . .	6	4	10	97	130	227	237
Middlesex County, . .	9	3	12	118	108	226	238
Barnstable County, . .	3	2	5	77	62	139	144
Dukes County, . .	1	—	1	26	16	42	43
Nantucket County, . .	2	—	2	16	8	24	26
Worcester County, . .	—	—	—	3	6	9	9
Franklin County, . .	—	—	—	2	2	4	4
Worcester Hospital, . .	—	—	—	110	109	219	219
Other States, . .	—	—	—	8	15	23	23
Totals, . .	251	226	477	2,968	2,774	5,742	6,219

TABLE No. 15.
*By whom Supported when Admitted.**

	1875.			PREVIOUSLY.			Total in Twenty- two Yrs.
	Males.	Females.	Total.	Males.	Females.	Total.	
By State,	153	134	287	1,801	1,787	3,588	3,875
Towns,	84	77	161	784	577	1,361	1,522
Individuals, . . .	14	15	29	383	410	793	822
Totals,	251	226	477	2,968	2,774	5,742	6,219

* Remaining in the Hospital Sept. 30, 1875:—Supported by the State, 135; by towns, 394; by friends, 78.

TABLE No. 16.

Previous Hospital Residence.

	Males.	Females.	Total.
First residence, as far as known, in any hospital,	177	170	347
Previous residence in this hospital, . . .	53	37	90
“ “ in other hospital in Mass., . . .	14	13	27
“ “ in other hospital out of State,	7	6	13
Totals,	251	226	477

The year's record of admissions, four hundred and seventy-seven, as well as the whole number under treatment, nine hundred and eighty-five, is without parallel in the past history of the hospital. We did not build our extensions a moment too soon. We have already reached in numbers the full capacity of the hospital, as enlarged, and are a little crowded; but the classification is so much better than formerly, and we have been through so much closer times, that we are hardly conscious of the crowding. I think it safe to say, that we have seen the worst days of overcrowding, for this decade at least. It cannot be more than two years now before the new hospitals at Danvers and Worcester will be open for the reception of patients, and then we shall hardly be called upon to provide for more than we can comfortably accommodate.

The ratio of recoveries to the discharges, a little more than twenty-nine and one-half per cent., is as high as the facts would warrant, and include two or three who "recovered" from the effects of stimulants, only to return to their cups and be recommitted within the year; yet they were well to all appearance when discharged from the hospital. Exactly when these patients recover, or, having recovered, when they should leave the hospital, is a difficult point to decide. It would be a great mercy to such men and their families if the State should establish an inebriate reformatory where con-

firmed cases of this kind could be kept at work for a term of years. We have lived to see the passage of a law in Massachusetts making special and suitable provision for the convict and criminal insane; and we may live to see the claims of the inebriate to proper provision also recognized. I do not despair of it. In the absence of any such state reformatory, this class will continue to be found insane, and the policy of hospitals will vary in regard to their detention, according as they are considered to be permanently or transitorily insane. The ground that has been taken here in those cases depending on inebriety, is, that after the person has ceased to manifest any evidence of insanity for a sufficient length of time to enable the body and mind to regain its normal strength and condition, he is discharged. That it is almost certain he will go out and drink and be again insane, has nothing to do with the question which our law presents, which is simply this, Has "the cause of confinement ceased"? A reformatory for inebriety would properly take into account the whole aspect of the case, while we are of necessity limited to the single question of existing insanity.

No person under ten years of age has been admitted during the year. Twelve per cent. of the admissions were persons above sixty years of age, of whom twenty-seven had attained the threescore and ten years of the Psalmist.

In looking at the causes of death in those deceased, in a majority of cases it is some form of brain change, without the complication of any acute disease. Those cases that were clearly cerebral disease, but, in the absence of any autopsy, were obscure as to the exact lesion of structure, have been recorded simply as organic brain disease. Paresis is taking high rank in the lists of mortality. This uniformly fatal form of brain disease is increasing, having invaded other ranks of society than those that furnished its first victims. It is still preëminently a disease of men, though not confined to that sex. A single case of diphtheria occurred that terminated fatally by invasion of the larynx. Two suicides have occurred, after three years of entire immunity from these accidents. Neither were supposed to be suicidal at the time, and both were considered well enough to be employed out of the wards. When we remember the great number under treatment, and

reflect how many of these are actively seeking to find a way out of the world, the wonder is, not that now and then a suicide happens, but that three years should have ever elapsed without one.

The whole number of deaths, sixty-seven, amounts to six and eight-tenths per cent. of the entire number under treatment, and is about the average of previous years; ten years it has been below, eleven years it has been above this.

While reverently admitting that the issues of life and death are not in our hands, a word in regard to the position which we occupy seems not uncalled for here. It is a pleasant thing for a hospital, at the close of the year, to be able to show a low rate of mortality; the inference of the average thinker is obvious, and a certain amount of self-gratulation in regard to the faithful discharge of duty is allowable. Another duty, not so pleasant, falls to the lot of some hospitals,—to take up and tenderly care for the stricken ones that the city casts out, loathsome with neglect and sinking from disease; no friends to care for them, where can they die but in a hospital? Who shall say that they are out of place there, or that the hospital whose inmates are largely drawn from the poor of a great city is chargeable with neglect because showing a higher rate of mortality than one which gathers its patients from a rural neighborhood? While the population of our hospital is drawn from its present sources, we must expect to take the lead in mortality; to be the scapegoat of the superficial statistician; content with the lowest seat, so only that we accomplish the work we have to do; standing patiently in our lot, remembering that “they also serve who only stand and wait.”

The tables of duration of insanity present some points of interest. Out of 3,131 patients admitted to the hospital where the disease was of less than six months' duration at the time of admission, 1,351 recovered; while of 3,088 admissions where the insanity was of more than six months' standing, only 317 recovered; in other words, the chances of recovery in hospitals are four times as great where the patient is committed at an early period in the disease as when the disease has existed for six months or more before the admission. There is nothing new in this; and it is a point to which super-

intendents have often called the attention of the public. There is another point, however, which naturally connects with this, to which I fear attention has never been called, and which, I think, it is quite as important that the public should know. In 1860, of all the patients received at this hospital, more than sixty-seven per cent. belonged to that very curable class; that is, had been less than six months insane on admission. In 1865 they were still about fifty-eight per cent. of the number admitted. In 1870 they were only forty-eight per cent., and in the admissions of the last year they had fallen even below thirty-eight per cent. Where it will be five years hence I do not undertake to say. It is true these have been rather exceptional years, but take the five years ending with 1860, the per cent. is sixty-three, nearly; the five years ending with 1865, it is a little more than fifty-eight; the next five years it falls to forty-eight; and for the last five years, it is rather more than forty-three per cent. What is the meaning of all this? It cannot be said in our case that this is due to the transfer of chronic cases from other hospitals; for since the first two years, when transfers were made from Worcester, which time is purposely omitted from this calculation, our patients have come directly from the towns and people at large. This falling off in curable cases, and startling increase of chronic insanity on admission, I take to be due, in a great measure at least, to the efforts of the philanthropists, falsely so called. They may be proud of their work, feeling that if all the recent cases were kept at home they would all recover; but if so, whence come all these chronic cases which have of late been poured into our hospitals, in a way to impress us with the belief that insanity was increasing at an alarming rate? I fear they are some of the fruits of their labors. We have been accustomed to regard the typical modern philanthropists of the last dozen years as impracticable, but on the whole harmless. Their hobby has been personal liberty, the greatest freedom of the individual, and as an almost necessary corollary of this, that the treatment of the insane by restraint in hospitals is entirely erroneous. They study humanity in the abstract, and wholly ignore the fact that insanity is a disease; feeling that it would be a misuse of the English language to call the medical officer in

charge of a hospital anything but a keeper, they assume that he is a brute; always ready to tinker the laws that apply to the insane, but never to take any individual responsibility in their care; grand in generalities, with a wholesome scorn for the contemptible details of facts; men of kindly lives and generous impulses, groping after truth, they are fastened upon by every crazy old woman who wishes legislation undertaken touching the wrongs of the insane. Accordingly, legislatures are besieged, tales of abuse in hospitals judiciously inserted in all the leading papers, whose proprietors are only too willing to have something sensational to make them sell, commissions are appointed, investigations ordered, and another effort made to enlighten the public in regard to the unfortunate insane. All this may be very good for the officers of the hospitals, as preventing them from being puffed up with pride or having too easy a time, but there is also a darker side to the picture. How many relatives of friends under treatment in hospitals have thereby an added load to a burden already heavy enough to bear! Was it necessary to harrow with a nameless distrust and fear the heart already bowed with the anguish of a living widowhood? How many are living to-day outside of hospitals, a constant anxiety to their friends and a burden to society for support, who were treated at home on account of the tirade against hospitals! Taken there at first, they might have gone out well in a few months,—sooner or later, now, they will go there for life. "We kept her just as long as we could, for we dreaded to bring her to a hospital." How often I hear it, and mentally I ask the question, Having kept her so long, why did you bring her at all? For a glance at a face that was young shows me that the light has gone out in the eye, and dementia has come where at first there was only mania. Standing in the presence of these blighted lives, I forget to be patient with a philanthropy whose blundering imbecility is little short of crime. For years Massachusetts has been overtaxed to support "isms." She needs rest, and in that belief the last legislature voted to dispense with all further commissions and committees to investigate the condition of the insane, to which I think all who are honestly working for the best interests of that unfortunate class will say amen.

The last of the two extensions of the hospital, projected and commenced in the summer of 1873,—that for females,—has now been occupied for several months, and is giving great satisfaction. The wards are very light, airy and pleasant, with beautiful water and landscape views from the windows and verandas; everybody is pleased with them, and the wonder now is, how we could have gone on without them so long. The system of heating and ventilation adopted in the new buildings has proved so satisfactory, that we have introduced the same system of heating, and, as far as was possible, of ventilation, into the old house, and I see no reason to think that the result will disappoint us. The means of accomplishing these changes, as well as \$25,000 for completing and furnishing the new east wing, were promptly voted by the last legislature.

The work of grading up the grounds, inclosing new airing-courts, making furniture and bedding for the rooms, laying drains, etc., has given new opportunities for the employment of many of our inmates. We have now inclosed with suitable fences about three acres of ground for airing-courts, and a considerable portion of this work has been done by our own people. For a long time we have picked the hair and husks, and filled and stitched our own mattresses, one man taking charge of the work of a number of patients. Lately, we have introduced a saw-bench with circular saws, and a moulding machine, and are now making our own furniture, which, if not of the Eastlake pattern, is elegant enough, and a great deal more comfortable to use, while in the matter of strength and durability it far surpasses any we can buy in the city warehouses. Two of our men have undertaken, by themselves, the covering with felting of all our main steam-pipes, together with their ramifications, to the different radiators. It is a work of no little magnitude; but from the progress already made, I predict that before the cold weather they will have satisfactorily completed a piece of pipe-wrapping, that for evenness of covering, smoothness of finish, and thoroughness of work, will compare favorably with any in the State. Again, in the matter of pipe-laying, I think the politicians might take lessons of some of our inmates, with advantage to themselves as well as the State.

All this work going on necessitates that considerable liberty should be given to the individual inmates; and here comes up the question of paroles. On the principle, I suppose, that nothing is good until it has crossed the water, a medical gentleman, writing home from abroad, has lately called attention to the fact that in Scotland there is an asylum where a very large proportion of the inmates work out of doors, assisting about the farm, and to the still more remarkable fact that very many of these inmates come and go about the place at their will; moreover, that this method of treatment is likely to prove a great success. This account has been extensively copied into the public prints, and the opinion freely expressed that it would be well if our own hospitals made some effort to keep pace with the improvements of the age, and endeavored to follow the lead of this Scottish asylum. Now, here in America, patients did go out to work on the hospital farms before this gentleman went abroad, but he probably never saw them; and in one hospital, at least, "parole" had been a household word so long, that we hardly thought, at this late day, to see it claimed as a *new* method of treatment. Perhaps we have kept our light too much "under a bushel"; certainly we have followed the injunction, "Do not sound a trumpet before thee." Then, too, we are indigenes, and did not originate abroad. In two of our wards, as you, gentlemen, very well know, the doors are always open from six in the morning until ten in the evening, and by day the inmates of these wards come and go at their will. Beyond this, the large numbers on each ward, and the imperfect classification consequent thereupon, has obliged me to give individual paroles from different wards, rather than to throw open the doors on any one floor. I doubt if there is any other hospital in the country that gives so many individual paroles as we do. I do not know this to be the fact, but if I assume it, I shall hardly be accused of boasting, since, to the minds of many, perhaps most superintendents, paroles are a very doubtful recommendation of a hospital, and the question cannot by any means be regarded as settled in their favor. That the close system is the easiest for the officers of a hospital, there is but little doubt; "fast bind, fast find," is quite as true of the insane as of any other class, and it might be said,

that superintendents have care and responsibility enough, without the added anxiety of each individual parole. I do not think so. These hospitals were built for the cure of the insane, not for the comfort of their superintendents. . If, the case being under my care, in my judgment the insane man is likely to be benefited by extending his liberty, and the community will not be seriously endangered by his elopement, am I not morally bound to take the responsibility, and give him his parole? I know the answer is, that you never know what an insane man may do, and the very fact that he is under treatment, presupposes that he is under the direct charge of somebody. But the answer simply begs the question, by assuming to decide what is the proper treatment for the insane. The whole matter is one of vital interest and importance, but I can hardly undertake to discuss it here. My observation, such as it is, leads me to feel—and more and more, as my experience gathers years—that a parole, cautiously given and properly guarded, is, in many cases, a most important element in the best curative treatment of the insane. I am confident that I often see convalescence go on to a more rapid recovery with, than without it, and in one or two cases of morbid depression, that seemed sinking into dementia, the opened door and the trusted manhood touched something that tonics had failed to reach. With due deference to the opinions of those who, with greater experience than mine, have arrived at an opposite conclusion, I still place myself on the record in favor of granting paroles to certain classes of the insane.

The finances of the hospital, at the close of the year, were in their usual prosperous condition, and there was a small cash balance in the treasury.

The "New Bedford Mercury," the "Old Colony Memorial," the "Gospel Banner," and the "Buffalo Medical and Surgical Journal," have been gratuitously sent us, and have been welcome visitors through the year; their editors will please accept our thanks. I hope it will occur to many more editors to place us on their free list. The Americans are a newspaper-reading people, and the hospital inmates are no exception to this. I should be glad to have all of them receive a daily paper, and a little more thoughtfulness on the part of friends would easily supply this, since a paper a day or two old is

still news to them. Any one having files or odd numbers of illustrated papers to dispose of, and willing to take their pay in the grateful thanks of our inmates, will find a ready market for them here. We acknowledge files of illustrated agricultural journals from Mr. S. O. Dunbar, also a number of bound volumes of the "Congressional Record" from Hon. William B. Washburn, which will furnish a winter's supply of reading for some of our retired politicians. Also the poor girl, who "did what she could" last year, has remembered us again; we are rich in having such friends. To D. H. Cahoon, for a gift of fruit; to W. H. Gray, for frequent supplies of tickets to the base-ball grounds; also to the Bristol County Agricultural Society, for their usual courtesy in admitting our people free to the fair-grounds, our thanks are due. Whoever has anything to offer will find us ready recipients. We have the divine assurance, that "it is more blessed to give than to receive." Judging by the pleasure that our people manifest at receiving, the giver must be richly paid. In these days of bank defalcations and doubtful railroad securities, I wish to again call the attention of men of means, seeking for secure investments, to the sinking fund of this great charity, as a safe place of deposit, subject to drafts on "a better country."

Quite recently, Dr. George L. Ellis has entered upon his duties as second Assistant Physician, and the record that he brings, as well as the impression that he makes, are very favorable. Otherwise, the staff of officers is unchanged. In the case of most, a now long term of service has only added to their usefulness. To their faithful labors and unremitting attention to the details of their respective duties, much of the success of the year is due. And to all who have faithfully striven to promote the best interests of the hospital and its charge, not to omit some inmates who have given most efficient and willing service, I tender thanks.

Gentlemen, the close of another year, and each succeeding week's visit not less, remind me to acknowledge how much I owe to your kind indulgence and generous support. I can only hope that I may be worthy of its continuance, and that, in the year to come, I may miss no familiar face from your meetings, and that you, on your part, will not weary in your

coming, knowing that "charity never faileth," and that our work here is never ended.

Many of the contemplated changes in the hospital are completed ; for some the work is now going on ; some are not even yet commenced. It is hard to say when a hospital is finished. So long as there are improvements to be made, and we have the means to make them, I hope we shall never be content to say we have done enough. Entering now on my sixth year of service here, and looking back over the busy years that are gone, I can see that we have gained ground even in my time ; looking forward, I see so much remaining to be done, that I feel that, do what we may, it will pass to other hands unfinished, like our lives here. May we hope both of our work and of our lives, that whenever we are called upon to leave them here, they may hereafter be finished "better than we knew."

W. W. GODDING,
Superintendent.

FINANCIAL STATEMENT

*Of the Appropriations made by the Legislatures of 1873,
1874 and 1875.*

Appropriation of 1873,	.	.	.	.	.	.	\$125,000 00
of 1874,	.	.	.	.	.	.	50,000 00
of 1875,	.	.	.	.	.	.	85,000 00
							<hr/>
							\$210,000 00
Drawn to September 30, 1874,	.	.					\$135,110 90
Since drawn,	.	.	.	.	.		65,565 12
							<hr/>
							200,676 02
							<hr/>
							\$9,323 98

JOHN KITTREDGE,
Treasurer.

TAUNTON, September 30, 1875.

FORTY-THIRD ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

W O R C E S T E R .

OCTOBER, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).
1876.

OFFICERS OF THE HOSPITAL.

TRUSTEES.

HON. HENRY CHAPIN,	. . . . .	<i>Worcester.</i>
COL. JOHN D. WASHBURN,	. . . . .	<i>Worcester.</i>
PROF. JAMES B. THAYER,	. . . . .	<i>Cambridge.</i>
ROBERT W. HOOPER, M. D.,	. . . . .	<i>Boston.</i>
GEN. WILLIAM S. LINCOLN,	. . . . .	<i>Worcester.</i>

RESIDENT OFFICERS.

<i>Superintendent,</i>	. . . . .	BARNARD D. EASTMAN, M. D.
<i>Assistant Superintendent,</i>	. . . . .	JOHN G. PARK, M. D.
<i>Assistant Physician,</i>	HOSEA M. QUINBY, M. D.
<i>Steward,</i>	EDWARD C. POLLARD.

TREASURER.

ALBERT WOOD,	<i>Worcester.</i>
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Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor and the Honorable Council of the Commonwealth.

The office of a Trustee of the Worcester Lunatic Hospital, who succeeds in doing his duty, is no sinecure. He has the double duty of caring for the interests of the Old Hospital and its occupants, and acting as a sort of commissioner in the construction and arrangement of the New Hospital. The members of the Board for the past year have endeavored to perform their various duties faithfully, and they briefly submit the results of their management.

It is sometimes a relief to feel that in the expenditure of large sums of money the office of a Trustee is without pecuniary compensation, and admits of no perquisites. It presents a consoling and assured instance of freedom from temptation. It has been the intention and effort of the Board that the victims of insanity committed to their care should have all the humane treatment which their unfortunate condition required, and that the interests of the Commonwealth necessarily involved in the large expenditures for the erection of the New Hospital should be carefully protected.

The whole number of patients in the hospital during the						
past year has been	.	.	.	.	.	847
Number of private patients,	.	.	.	.	.	226
of state patients,	.	.	.	.	.	201
of town patients,	.	.	.	.	.	420

In conducting the pecuniary affairs of the Old Hospital, the system of approving each bill before payment has been continued. All bills are submitted to the Auditor, who is a member of the Board. If he approves the bill, it is paid. In case he doubts or disapproves any bill, it is not paid without the approval of the Board. The finances of the hospital have generally been well managed, but it is thought that the system at present pursued, is more guarded and more effectually protects the interests of the State, than any which was formerly adopted. It imposes much labor upon the Auditor, but the other members of the Board feel bound to say that this labor has been cheerfully and conscientiously performed.

Early in the year, Miss Stinson, one of the Assistant Physicians, tendered her resignation, and it was accepted. Since her resignation, the immediate charge of the female department has been assumed by Dr. Park, the Assistant Superintendent. The relations of all connected with the management of the hospital are harmonious, and the year has been successful in carrying out the purpose for which the institution was established. Each one has seemed disposed to exemplify the generosity of the State, which has led it to do so much for the health and comfort of the insane. Insanity, in its highest form, is a sad calamity. When reason is once dethroned, no one ought to be surprised at any act which may be the result of the misfortune. Courts of law rightly treat the insane as irresponsible for their acts, although the community is startled by accounts of tragedies which are the results of insane impulses for which no party is responsible except those who have in their hands the means of prevention. Filled, as a hospital of this kind is, with a homicidal, suicidal, depressed, paralytic and demented population, it often seems remarkable that its management is attended with a measure of success so satisfactory.

Every year numerous persons who would, under other circumstances, become the hopeless victims of one of the most fearful of diseases, are discharged from the hospital clothed and in their right mind; and it is greatly to the credit of our State that she was one of the pioneers in America in the establishment of hospitals for the care and treatment of the insane members of her community.

It is frequently one of the most trying features of insanity that the delusion exists in the mind of the patient that he is well, when, to those familiar with the subject, the delusion is so fearfully apparent. Friends of freedom and humanity, with kind hearts, good motives and mistaken views are often filled with needless anxiety in reference to this class of patients. This circumstance makes it specially incumbent upon those who have to do with the committal or detention of patients in the hospital to act with due care and consideration. The Trustees have endeavored to give such attention to their duties in this respect, that they can conscientiously assure those interested in the matter that no person has been allowed to remain in the hospital against his will an hour, unless, after the most careful consideration, the condition of the mind of the patient seemed to require it.

A hospital which has been in operation forty-three years, and which was the first state institution of the kind established in New England, naturally has many chronic and incurable cases. From its location, this hospital has yearly a large number of new admissions. From the fact that persons are often disposed to keep their friends from hospital treatment longer than can justly be considered best, the health of many of this class of patients sometimes becomes so much impaired that the rate of mortality seems large. These facts may, in some years, make the death-rate here seem unusually large when compared with that in other hospitals, but an examination and careful comparison through a number of years will show that the years in which the death-rate has seemed so are exceptional, largely dependent upon causes which operate at times in every hospital for the insane, and which in one year may show results apparently favoring the idea of the healthfulness of the patients in one hospital over those in another, and in another year show a result entirely different.

The management of the hospital during the past year has been worthy of its past record, and the Trustees are happy to express their continued confidence in the Superintendent and those who have been connected with him in the immediate management of the affairs of the Old Hospital, and their appreciation of the care and fidelity with which their delicate

and responsible duties have been performed. The finances of the Old Hospital, as shown by the report of the Treasurer, are in a satisfactory condition, and the balance of cash, including bequests, is \$45,562.24.

At the beginning of the year there was a greater number of patients than at the beginning of any year except 1853 and 1854, being one hundred and twenty (120) more than could be conveniently accommodated.

The current expenses of the Old Hospital during the year have been \$100,680.39. Annual expense of each patient, \$206.74. Weekly expense of each patient, \$3.98. By reference to the table of expenses, it will appear that the expenses have been slightly less than during the preceding year.

The reports of the Superintendent and Treasurer, with the tabular statement which is made a part of this Report, show the facts so clearly, that the Trustees refer to them for all necessary and desirable information.

NEW HOSPITAL.

The construction of the New Hospital buildings is progressing speedily and satisfactorily. If the requisite appropriations shall be made by the next legislature, the Trustees hope that the buildings will be completed and ready for occupation as soon as it was originally contemplated that they would be. Estimates of the sum necessary to be appropriated will be seasonably presented.

It is a cause of regret, that the depression which has attended nearly all kinds of business, here as well as elsewhere, during the past year, has had a marked effect upon the sales of real estate. For the time it has virtually done away with any demand for the Old Hospital lands, although they have been in charge of a most skilful and faithful agent for the purposes of sale. Were this result confined to the city of Worcester, we might be somewhat troubled to explain the fact, and fear that there is something peculiar to this locality in this state of things; but every one knows that the panic, from whatever cause it originated, and from the effects of which we have not yet recovered, has not fully exhausted itself, but that the causes which produced that result remain, to dampen the hopes which once existed, and which will again

exist, in reference to the amount which will be realized from sales of the lands and buildings of the Old Hospital. Meantime we cannot fail to congratulate the State upon the admirable location of the New Hospital, with its beautiful surroundings, and to express the hope that no policy will be adopted which will prevent the completion of the buildings according to the plan which was approved and adopted by the governor and council on the last day of the year 1872.

The Trustees have endeavored faithfully and economically to carry out what they understood to be the views and wishes of the governor and council, to whom the plans were submitted before any contracts were made for the buildings. The Trustees can have no other motive than the desire to do what they consider best for the State. They know of no contractor who has made unreasonable profits. They believe that, generally, the work done and the material furnished have been according to the contracts, and they submit the enterprise in its present condition with confidence that the State has not only received the worth of its money, but that when the work shall be completed and the patients removed to their new quarters, every man who loves his State will feel an honest pride that we have provided for the poor and unfortunate victims of one of the saddest diseases which afflict mankind in a manner which not only does credit to the humanity of the present age, but redounds to the honor and glory of the Commonwealth of Massachusetts.

HENRY CHAPIN.
JOHN D. WASHBURN.
JAMES B. THAYER.
R. W. HOOPER.
WM. S. LINCOLN.

WORCESTER, October 16, 1875.

OFFICERS AND THEIR SALARIES.

B. D. Eastman, M. D. (Superintendent),	\$2,500 00
J. G. Park, M. D. (Assistant Superintendent),	1,500 00
H. M. Quinby, M. D. (Assistant Physician),	1,000 00
E. C. Pollard (Steward),	800 00
Albert Wood (Treasurer),	500 00

VALUE OF STOCK AND SUPPLIES,

SEPTEMBER 30, 1875.

Live-stock,	\$6,415 00
Produce of farm on hand,	5,861 75
Carriages and agricultural implements,	5,135 00
Machinery and mechanical fixtures,	500 00
Beds and bedding in inmates' department,	13,067 00
Other furniture in inmates' department,	10,360 90
Personal property of the State in Superintendent's department,	11,887 50
Dry goods,	1,475 18
Provisions and groceries,	4,121 58
Drugs and medicines,	475 00
Fuel,	1,036 00
Library,	550 00
 Total,	 \$60,884 91

TREASURER'S REPORT.

To the Trustees of the Worcester Lunatic Hospital.

GENTLEMEN :—I herewith submit my Annual Report on the finances of the Worcester Lunatic Hospital for the year ending September 30, 1875.

RECEIPTS.

Cash on hand September 30, 1874,	\$15,330 89
received of the Commonwealth for support of patients,	14,871 00
received of cities and towns for support of patients,	51,184 30
received of individuals for support of patients,	45,699 56
received for interest and sale of produce, etc.,	2,717 80
	<hr/>
	\$129,803 05

The expenditures for the year have been as follows :—

Provisions :

Flour, 732 barrels, at \$6.16 per barrel,	\$4,508 69
Meat of all kinds,	10,960 04
Meal for cooking,	247 26
Beans, potatoes and other vegetables,	1,243 27
Fish,	1,093 62
Sugar,	2,227 87
Molasses and syrup,	945 47
Tea,	649 68
Coffee and chocolate,	1,113 36
Rice and crackers,	623 06
Butter,	5,884 88
Vinegar and pickles,	112 47
Cheese,	177 66
Fresh fruits,	169 08
Eggs, salt and other groceries,	2,464 41
	<hr/>
Total for provisions (<i>carried forward</i>),	\$32,420 77

12 LUNATIC HOSPITAL AT WORCESTER. [Oct.

<i>Amount brought forward,</i>	.	.	.	.	.	\$32,420 77
Salaries and wages (14 months),	.	.	.	.	.	40,649 09
Extra labor,	.	.	.	.	.	192 50
Provender and bedding for stock,	.	.	.	.	.	2,184 60
Furniture, crockery, bedding, etc.,	.	.	.	.	.	4,113 30
Light,	.	.	.	.	.	1,870 55
Soap, .	.	.	.	.	.	676 10
Medical supplies,	.	.	.	.	.	1,147 88
Live-stock, .	.	.	.	.	.	476 00
Carriages, harness, blacksmithing, etc.,	.	.	.	.	.	1,779 26
Improvements and repairs, .	.	.	.	.	.	3,761 13
Books, stationery and printing, .	.	.	.	.	.	816 73
Travelling and transportation, .	.	.	.	.	.	77 55
Fuel, .	.	.	.	.	.	8,136 96
Freight and express, .	.	.	.	.	.	481 25
Ice, .	.	.	.	.	.	436 54
Trustees' expenses, .	.	.	.	.	.	132 42
Miscellaneous, .	.	.	.	.	.	1,327 76

Total current expenses, \$100,680 39

Clothing and materials,	5,923 93
Undertaker's charges,	459 05
Furnished to private patients on account,	577 76
Land, insurance, interest, surveys, etc.,	304 75

Total expenditures, \$107,945 88

Cash on hand September 30, 1875, 21,857 17

\$129,803 05

RESOURCES.

Cash on hand,	\$21,857 17
Due from the Commonwealth,	2,623 00
from cities and towns,	13,971 10
from individuals,	10,822 25

\$49,273 52

LIABILITIES.

Due for supplies and expenses,	\$5,961 88
for salaries and wages,	2,968 59
	<hr/>
	8,930 47
	<hr/>
	\$40,843 05
Invested funds, market value,	5,219 19
	<hr/>
Total surplus,	\$45,562 24

Salaries and wages were formerly paid once in three months. During this year the practice has been adopted of paying monthly. The expenditures, therefore, under this head, include payments for fourteen months.

ALBERT WOOD, *Treasurer.*

WORCESTER LUNATIC HOSPITAL, October 1, 1875.

NEW HOSPITAL ACCOUNT.

The total amount expended on the New Hospital buildings and grounds, at the close of the fiscal year ending September 30, 1874, was	\$333,231 92
The expenditure during the fiscal year ending September 30, 1875, was	256,885 60
Total,	<u>\$590,117 52</u>

This expenditure is classified as follows :—

Land,	\$112,247 71
Barns and cottages,	18,873 74
Grading, excavation, etc.,	63,802 44
Foundations,	26,919 14
Superstructure, masonry,	215,367 10
Carpentry, including roofing,	81,933 84
Painting, windows, guards, etc.,	12,832 13
Water, gas, drainage,	9,926 79
Heating and ventilating,	5,485 62
Plastering,	12,564 46
Architects, engineers, overseers, etc.,	15,714 07
Roads, and grading pertaining thereto,	5,454 04
Miscellaneous,	5,758 15
Expenses laying out old land,	3,238 29
	<u>\$590,117 52</u>

The amount charged to "laying out old land" is not properly a part of the cost of the new buildings, but it appears in the account for the following reason :—

In accordance with an Act of the legislature, the governor and council ordered \$25,000 to be credited to the fund for constructing the new buildings, as compensation for the site occupied by the normal school, which amount was to include the construction of "suitable streets to and around said land." The \$25,000 having all been carried to this fund, the expense of laying out and constructing the streets must obviously be charged to the same fund.

The amount realized for sales of land, and interest, which has been passed to the fund for erecting the new buildings, according to the statement of the auditor, is \$66,897.38.

A note for \$2,500, given by the trustees to Sarah Phillips, for land purchased of John Bartlett, is still unpaid, owing to a temporary legal disability on the part of the holder to receive the payment.

SUPERINTENDENT'S REPORT.

To the Board of Trustees of the Worcester Lunatic Hospital.

GENTLEMEN :—In accordance with the requirements of the by-laws, I herewith submit for your consideration the Forty-Third Annual Report of the hospital of which you have control.

The following table shows the movement of population, and is an epitome of the year's operations :—

TABLE NO. 1.
Showing the General Results during the Year.

	Males.	Females.	Total.
Patients in the hospital, October 1, 1874, .	213	272	485
Admitted during the year,	196	166	362
Whole number under treatment, . . .	409	438	847
Discharged recovered,	55	35	90
improved,	65	82	147
not improved,	31	32	63
died,	32	35	67
not insane,	1	1	2
Whole number discharged,	184	185	369
Remaining September 30, 1875, . . .	225	253	478
Largest number on { Jan. 14 to 17, inclusive,	228	274	502
any day, . . . { July 29,	231	271	
Smallest number on any day, Nov. 19, .	210	261	471
Daily average during the year, . . .	224.02	262.76	486.78
of state patients,	31.18	37.28	68.46
of town patients,	126.15	137.58	263.73
of private patients,	66.69	87.90	154.59

The number of patients at the beginning of the year, four hundred and eighty-five (485), was larger than at the beginning of any previous year, except the two (1853 and 1854) which next preceded the opening of the Taunton Lunatic Hospital, and was one hundred and twenty (120) in excess of the convenient capacity of the house.

The number of admissions was somewhat less than the number that have been received for each of the last five years.

The largest number in the house during the year was five hundred and two (502), being one hundred and thirty-seven (137) more than the number for which we have suitable accommodation.

During the last two months the admissions were exceeded by the discharges, thereby reducing the number remaining at the close of the year to four hundred and seventy-eight (478), being seven (7) less than at the beginning.

The number of patients admitted* is given as three hundred and sixty-two (362). Four (4) patients originally *admitted** in previous years as private patients, having become paupers, were discharged on the records of the hospital, and were *committed* by probate court, that the cost of their support could be collected.

The number of patients actually received at the hospital was, therefore, three hundred and fifty-eight (358). Seven persons were each received twice during the year, and it follows that the number of *persons* brought to the hospital was three hundred and fifty-one (351).

A careful examination of all the admissions shows *more than one-third* to be incurable when received. In making this estimate, some who lived but a few days have not been included, because when admitted it was not certain that they were hopeless cases. Those only have been classed as incurable whose physical condition rendered death inevitable, or whose mental state precluded a restoration to sound mind. In some the insanity had existed fifteen, twenty or twenty-

* *Admitted*, as used in this Report, has two meanings: one refers only to the entry of a patient on the records of the hospital; the other indicates the method or form by which the person is placed in the institution. A patient is *admitted* at the request of friends; he is *committed* by action of court. See Appendix.

five years! Many were affected with such structural brain disease as rendered recovery impossible. Several were received in a condition of so great general exhaustion that they could live but a few days, or even hours.

Various opinions have been held regarding the curability of insanity. Enthusiastic writers have stated that if the insane were early placed under proper treatment, at least *ninety per cent.* will be restored.

Dr. Thurman succeeded in tracing out the subsequent history of every patient who had been under care at the Retreat (England) during forty-four years, in whom death had occurred either in the institution or after discharge. The number of cases thus studied was two hundred and forty-four. Of these, one hundred and thirteen died during the first attack, and one hundred and thirty-one, about fifty-three per cent., recovered. Forty-five of those who recovered remained well during the remainder of their lives, and eighty-six (sixty-six per cent.) had subsequent attacks. He formulates his conclusion thus: "In round numbers, then, of ten persons attacked by insanity five recover, and five die sooner or later, during the first attack. Of the five who recover, not more than two remain well during the rest of their lives. The other three sustain subsequent attacks, during which at least two of them die. But, although the picture is thus an unfavorable one, it is very far from justifying the popular prejudice that insanity is, virtually, an incurable disease; and the view which it presents is much modified by the long intervals which occur between the attacks, during which intervals of mental health (in many cases of from ten to twenty years duration), the individual has lived in all the enjoyments of social life."

Blanford, commenting on these statistics, says: "If we could carefully watch every case of insanity from its commencement, I fear we should see that a less number than fifty-three per cent. recover from the first attack, so great is the proportion of those who are incurable from the first, or who, from the prejudices of friends, are not subjected to treatment till the chance of cure is gone."

The statistics of insanity, as found in the annual reports of lunatic hospitals, require careful analysis before correct con-

clusions can be drawn from them. The duplicating of cases by the readmission of the same person,—in some instances twenty or thirty times,—is one of the most conspicuous sources of error.

An exhaustive analysis of the statistics of the Bloomingdale Asylum for the Insane, for the twenty-four years, 1821 to 1844 inclusive, was published in 1848. The number of cases *was two thousand three hundred and eight*, but the number of *persons* admitted for the *first time* from the general population was *one thousand seven hundred and eighty-nine*, of whom *forty-two per cent.* recovered their reason.

A similar analysis of the statistics of the Northampton Lunatic Hospital was published in 1872, with the annual report of that institution. This analysis shows that two years after the close of the period during which *one thousand and seventy-four persons* were, for the *first time*, admitted to that institution from the general population, and by which time their curability was essentially ascertained, *three hundred and thirty-one* had recovered, about *thirty-one per cent.*

It appears, however, that of these one thousand and seventy-four persons, *four hundred and seventy-seven* were known to have been insane from one to twenty years, and many, having been under unsuccessful treatment at other institutions, constituted at the time of their admission to Northampton, a part of the grand aggregate of incurables. If the full data were at hand, upon which to base a calculation of the curability of that portion of the *one thousand and seventy-four persons* admitted, who came under treatment at that institution during the early stages of the disorder, or to enable us to ascertain the number of cured cases, which should properly supplement the chronic ones received, the proportion of recoveries would be much larger than thirty-one per cent., and would represent the true curability of insanity as observed at Northampton.

These careful investigations lead to the conclusion, that of the whole number of cases of insanity, less than one-half are really cured, many of which relapse; and it is extremely doubtful if, under the most propitious circumstances, any possibility exists of increasing the proportion of recoveries much above fifty per cent. !

That the proportion of recoveries among the insane is less than has sometimes been estimated, is not a good reason for delaying treatment; it is a weighty argument in favor of employing, in the early period of the disease, the best remedial measures within our knowledge, that as many as possible may be restored, and saved from that dark abyss of overthrown reason which it is so painful to contemplate.

No doubt the hospital offers, in a majority of cases, the best prospect for recovery, but an occasional one can be better managed elsewhere:

The early period of the disease is the golden time for treatment, and not a moment should be lost in obtaining competent medical advice, which should be promptly and thoroughly followed.

An ounce of prevention is worth a pound of cure. It is to the careful observance of the laws of physical, mental and moral hygiene we must look for a diminution of this great woe.

The recoveries of any given year come almost entirely from the admissions of that and the preceding year. In view of the fact that more than one-third of the admissions of the last, and more than one-half of those of the previous year, were chronic and hopeless cases, it is not surprising that the number of recoveries is small.

Of some who left the hospital improved, it is known that the improvement went on to complete recovery; but in a statement of their condition when discharged, they cannot properly be classed as recovered. Others among the improved had received all the benefit possible, and they left the hospital in suitable condition to live with their friends.

With the insanity, there existed, in many cases, serious complications, which are noted in the following table:—

TABLE NO. 2.

Showing the Complications in the Cases Admitted during the Year.

Epileptic,	10
Epileptic and homicidal,	2
Paralytic,	12
Paralytic and homicidal,	4
Suicidal,	59
Homicidal,	55
Suicidal and paralytic,	1
Suicidal and homicidal,	8
Total number of cases epileptic,	12
Total number of cases paralytic,	17
Total number of cases suicidal,	68
Total number of cases homicidal,	69

TABLE NO. 3.

Showing the Relations of the Patients Admitted to Institutions of this kind.

	Males.	Females.	Totals.
Never before in any hospital,	139	121	260
Former inmates of this hospital,	32	36	68
of other hospitals in this State,	13	5	18
of hospitals in other States,	5	4	9
of this hospital and of other hospitals in this State,	4	—	4
of other hospitals in this State and hospitals in other States,	1	—	1
of this hospital, of other hospitals in this State, and of hospitals in other States,	1	—	1
of this hospital and of hospitals of other countries,	1	—	1
Totals,	196	166	362

By the foregoing table, it is seen that about two-thirds of the patients admitted have never before been in any hospital. To the remaining third the hospital was no new experience.

There are many persons who suffer repeated attacks of insanity. In some of these cases the mind at first seems entirely sound during the intervals; but in the course of years the attacks come more frequently, the mind clears up less perfectly, and at last their reason becomes permanently impaired.

The case of Mrs. S., now an inmate of the hospital, is of this character. She was first admitted in 1840, recovered in about three months, and remained well for eighteen years. She then became insane a second time, recovered in this institution in about four months, and continued in sound mental health for more than ten years. About a year after this second recovery, she was attacked a third time, and the disease assumed a more decided recurrent type. For six years she spent about half the time in the hospital; but for the last two years she has not been well enough to be discharged.

One man has been admitted sixteen times in sixteen years, spending altogether about three years in the hospital.

Although these cases are less favorable than those which remain well after one attack of mental derangement, they require hospital care and treatment none the less.

Table No. 4 shows whence the patients were received. It need only be said that those who came from the hospitals in Rhode Island and New Hampshire were citizens of Massachusetts.

TABLE NO. 4.

Showing the Sources from which the Patients Admitted were directly drawn.

	Males.	Females.	Totals.
From the general population, . . .	170	154	324
McLean Asylum for Insane, . . .	2	—	2
Tewksbury Almshouse, . . .	1	5	6
Ipswich Receptacle, . . .	1	—	1
Lancaster Reform School, . . .	—	1	1
Houses of Correction, . . .	16	2	18
State Prison, . . .	4	—	4
Butler Hospital for Insane (R. I.), . .	1	—	1
New Hampshire Hospital for Insane, .	1	—	1
Readmitted without discharge from hospital,	—	4	4
Total, . . .	196	166	362

TABLE NO. 5.

Showing by whom the Patients, remaining at the end of the Year, are Supported.

By the State (state patients), . . .	22	20	42
Town (town patients), . . .	142	154	296
Friends (private patients), . . .	61	79	140
Total, . . .	225	253	478

TABLE NO. 6.

Showing the alleged Causes of Insanity in the Number of Cases Admitted during the Year.

CAUSES.	NUMBER OF CASES.		NUMBER PREDISPOSED.	
	Males.	Females.	Males.	Females.
Business anxiety, . . .	4	—	2	—
Confinement in prison, . . .	3	—	1	—
Congenital, . . .	2	—	—	—
Debility, . . .	1	—	—	—

TABLE No. 6.—Concluded.

CAUSES.	NUMBER OF CASES.		NUMBER PREDISPOSED.	
	Males.	Females.	Males.	Females.
Disappointed affection, . . .	1	4	—	2
Disease of brain,	2	1	—	—
Domestic trouble,	2	11	—	2
Epilepsy,	6	6	4	1
Erotomania,	—	1	—	1
Fear of poverty,	1	—	—	—
Grief,	5	7	1	3
General paralysis,	4	1	—	—
Hard study,	1	—	—	—
Heart disease,	—	1	—	1
Hereditary,	9	13	9	13
Ill-health,	5	7	1	4
Injury to head,	7	3	2	2
Intemperance,	35	5	12	1
Masturbation,	10	—	7	—
Nervous debility,	3	—	1	—
Nostalgia,	—	1	—	—
Old age,	2	—	1	—
Overwork,	11	2	7	1
Paralysis,	3	—	—	—
Pecuniary trouble,	3	—	—	—
Periodical,	7	4	7	4
Puerperal,	—	20	—	8
Religious excitement,	4	7	2	4
Sunstroke,	2	—	—	—
Typhoid fever,	—	1	—	1
Turn of life,	—	13	—	7
Uterine disease,	—	2	—	1
Unascertained,	62	55	—	—
Not insane,	1	1	—	—
Total,	196	166	57	56

The two entered *not insane* were admitted and discharged during the year, and consequently appear in several tables. One was a convict from the House of Correction, and the

other a very vicious girl from the State Industrial School, neither of whom, after due observation, were considered insane. The former was committed to the care of the general agent of the board of state charities for transfer, and the latter returned to the school, whence she was sent to Tewksbury or Bridgewater.

For the benefit of those who may have confidence in the testimony of a superintendent of a lunatic hospital,—than whom none can have a keener sense of the great wrong of unjustly depriving a person of their liberty,—I desire emphatically to state, that, in an experience of more than twelve years, and a personal knowledge of more than four thousand cases, I have never known a single person, who was not insane, to be maliciously sent to a lunatic hospital. A few cases have occurred under my observation where persons have been sent to institutions for the insane, to screen them from the consequences of drunkenness or other crime; or where viciousness, or the delirium of acute disease, in a person whose history was unknown, has been mistaken for insanity. I have also seen a few persons, no doubt insane, brought to the hospital, whose friends ought to have taken care of them, and some, so feeble when received, they should have been permitted to die at home.

The most serious of these mistakes were but errors of judgment, and I have yet to learn of *any* department of political or social economy wherein mistakes do not occur.

That it is possible, wilfully and maliciously, to send a sane person to a lunatic hospital, is doubtless true. I have been credibly informed of a very few such cases; they are exceedingly rare; probably no more frequent than the unjust imprisonment of guiltless persons in penal institutions, and the mistake would be rectified without unnecessary delay.

The table of alleged causes is, in the main, simply a compilation of statements made by friends and physicians, as they appear on the admission papers. In many respects it is known to be imperfect; in some it is probably correct.

To intemperance is ascribed the largest number of cases, and it has doubtless been more or less directly instrumental in producing many others. I do not believe intemperance to be "the cause of all our woes," but its evils are sufficiently

alarming. More than ten per cent. of all the cases which have been admitted to this institution have been directly chargeable to intemperance, and I have no doubt, that of those ascribed to domestic trouble, business anxiety, etc., at least another ten per cent. are very largely due to the same cause. A more powerful appeal in behalf of temperance can scarcely be made.

Twenty-two cases are assigned to hereditary tendencies alone, but this influence was more or less operative in many others. The few classed as periodical, are those in which the original cause is obscure or unknown, and the insanity has assumed a recurrent type.

Depressing influences, such as nervous debility, ill-health, overwork, pecuniary trouble, domestic difficulties, are responsible for a large number of cases, and these are often of a melancholy and suicidal type. Among females, an unusually large number were dependent upon diseases peculiar to their sex. Five cases are said to have been caused by general paralysis, but these are instances in which the name of the form of insanity with which the patient was affected was given as a cause of the malady. Of this most fatal disease, thirteen cases—twelve male and one female—have been admitted during the year.

TABLE NO. 7.

Showing the Ages of Patients Admitted, Discharged Recovered, not Recovered, and Died during the Year.

AGES.	ADMITTED.		DISCHARGED RE- COVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females	Males.	Females.	Males.	Females.	Males.	Females.
Less than 15,	—	—	1	—	—	—	—	—
From 15 to 20,	13	10	3	2	6	6	1	—
20 to 30,	48	40	14	12	31	39	7	5
30 to 40,	64	44	21	2	29	32	4	9
40 to 50,	31	34	7	8	13	15	9	9
50 to 60,	16	20	4	8	12	12	7	5
60 to 70,	16	14	5	3	4	8	1	5
70 to 80,	6	3	—	—	—	2	3	2
80 to 90,	1	—	—	—	1	—	—	—
Not insane, .	1	1	—	—	1	1	—	—
Total, .	196	166	55	35	97	115	32	35

TABLE No. 8.

Showing the Duration of Insanity before Admission of Patients Admitted, Discharged Recovered, not Recovered, and Died during the Year.

DURATION OF INSANITY.	ADMITTED.		DISCHARGED RECOVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Insane one year or less,	129	99	45	32	45	48	8	16
More than 1 year and less than 2 years, .	16	12	5	2	19	15	5	2
More than 2 years and less than 5 years, .	13	19	2	1	14	25	12	6
More than 5 years and less than 10 years, .	13	12	—	—	10	14	3	5
More than 10 years and less than 15 years, .	2	8	—	—	1	6	2	2
More than 15 years and less than 20 years, .	4	4	—	—	2	1	1	1
More than 20 years and less than 25 years, .	1	—	—	—	—	1	—	—
More than 25 years and less than 30 years, .	1	—	—	—	—	—	—	1
Thirty years or more, .	3	1	—	—	2	—	1	2
Unknown,	13	10	3	—	3	4	—	—
Not insane,	1	1	—	—	1	1	—	—
Total,	196	166	55	35	97	115	32	35

TABLE NO. 9.

Showing the Civil Condition of Patients Admitted, Discharged Recovered, not Recovered, and Died during the Year.

CIVIL CONDITION.	ADMITTED.		DISCHARGED RE- COVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Unmarried, .	92	64	26	13	56	54	11	14
Married, .	84	82	24	12	36	45	18	14
Widowers, .	14	—	2	7	4	—	3	—
Widows, .	—	17	—	—	—	11	—	6
Divorced, .	1	1	—	—	—	1	—	—
Unknown, .	4	1	3	3	—	3	—	1
Not insane, .	1	1	—	—	1	1	—	—
Total, .	196	166	55	35	97	115	32	35

TABLE NO. 10.

Showing the Occupation of Patients admitted during the Year.

MALES.

Bar-tender,	1	Mason,	1
Barber,	1	Mechanics,	12
Blacksmiths,	3	Merchants,	4
Book-keepers,	4	Moulder,	1
Bookbinder,	1	Operatives in mills,	11
Butcher,	1	Painters,	5
Cashier,	1	Peddlers,	3
City crier,	1	Physicians,	2
Carpenters,	7	Plumber,	1
Clergymen,	2	Printer,	1
Clerks,	11	Real estate agent,	1
Cook,	1	Salesman,	1
Coopers,	2	Seamen,	3
Coal dealers,	2	Shoemakers,	13
Curriers,	4	Stone-cutters,	3
Engraver,	1	Students,	4
Farmers,	10	Speculator,	1
Fishermen,	3	Teamster,	1
Grocer,	1	Tailor,	1
Harness-makers,	2	Traders,	3
Junk dealer,	1	No occupation,	13
Laborers,	38	Unknown,	3
Lawyer,	1	Not insane,	1
Machinists,	7		
Manufacturer,	1	Total,	196

TABLE No. 10.—Concluded.

FEMALES.

Domestics,	87	No occupation,	24
Dressmaker,	1	Unknown,	2
Housekeepers,	80	Not insane,	1
Operatives in mills,	12		
Seamstresses,	7	Total,	166
Teachers,	2		

TABLE No. 11.

Showing the Diseases which have proved Fatal during the Year.

DISEASES.	Males.	Females.	Total.
Acute mania,	2	8	10
Acute melancholia,	—	1	1
Bright's disease,	1	—	1
Dysentery,	—	1	1
Epilepsy,	3	2	5
Exhaustion of chronic insanity,	1	3	4
Exhaustion of chronic insanity with dysentery,	1	3	4
Exhaustion of chronic insanity with erysipelas,	1	—	1
Exhaustion,	—	1	1
General paralysis,	9	1	10
Heart disease,	—	2	2
Hemorrhage of bowels,	—	1	1
Meningitis,	—	1	1
Pneumonia,	1	—	1
Peritonitis,	1	—	1
Paralysis,	2	2	4
Phthisis,	2	7	9
Parotid abscess,	—	1	1
Suicide,	3	2	5
Serous apoplexy,	1	—	1
Sclerosis of cord,	1	—	1
Softening of brain,	1	—	1
Strangulation by food,	1	—	1
Total,	31	36	67

The number of deaths is less than in either of the next two preceding years, but is somewhat higher than the general average since the opening of the hospital.

Six persons died within five days of their admission, one living only twenty-eight hours. Thirty of those who died were admitted within the year, and in fifteen cases there was no hope of recovery when they were received. To acute insanity is ascribed eleven deaths, and to chronic insanity four.

Epilepsy, heart disease, paralysis and phthisis, hopeless organic diseases, constitute nearly a third of the fatal causes. Ten deaths were caused by general paralysis, the same number as last year. This form of insanity is probably the most fatal disease to which we are liable. So surely fatal is it, that a late English authority says, "A well authenticated case of recovery is, I believe, unknown." Thirteen cases of this form of insanity were admitted during the year, four of which are already dead, and it is probable the remainder will have joined them before the time of making another report.

The victims of this disease are almost always vigorous adult males, full of animal life, who are given to indulgence of the appetites, and are subject to great mental strain and worry from overwork and anxiety in business. What a forcible appeal to be moderate in all things!

By a most unfortunate coincidence of circumstances, to which all lunatic hospitals are liable, an unusually large number of suicides have to be reported.

Among those who died were the two oldest residents: one, a man, had been an inmate of the hospital thirty-three years and seven months; and the other, a woman, thirty-eight years and ten months. There are now remaining six patients, each of whom have spent in the hospital more than thirty years, and eighteen whose term of residence exceeds twenty years.

TABLE No. 12.

Showing the Admissions from each County during the Year.

COUNTIES.								Males.	Females.	Total.
Barnstable,	.	.	.	.	.	.	.	—	1	1
Berkshire,	.	.	.	.	.	.	.	1	—	1
Dukes, .	.	.	.	.	.	.	.	—	1	1
Essex, .	.	.	.	.	.	.	.	41	33	74
Franklin,	.	.	.	.	.	.	.	—	1	1
Hampden,	.	.	.	.	.	.	.	2	2	4
Middlesex,	.	.	.	.	.	.	.	57	59	116
Norfolk, .	.	.	.	.	.	.	.	2	3	5
Plymouth,	.	.	.	.	.	.	.	1	1	2
Suffolk, .	.	.	.	.	.	.	.	24	16	40
Worcester,	.	.	.	.	.	.	.	67	48	115
Not insane,	.	.	.	.	.	.	.	1	1	2
Total,	.	.	.	.	.	.	.	196	166	362

TABLE NO. 13.

Showing the Whole Number of Patients during each year, the Average Number, the Number at the end of each year, the Expenses of each year, the Annual Expense for each Patient, and the Expense of each Patient per week for each of the Forty-three Years the Hospital has been in operation.

YEARS.	Whole number.	Average number.	Number at end of each year.	Current expenses of each year.	Annual expense for each patient.	Exp'ee per week for each patient.
1833, . . .	153	107	114	\$12,272 91	\$114 67	\$2 25
1834, . . .	233	117	118	15,840 97	136 38	2 60
1835, . . .	241	120	119	16,576 44	137 30	2 64
1836, . . .	245	127	138	21,395 28	168 44	3 12
1837, . . .	306	163	185	26,027 07	159 64	3 07
1838, . . .	362	211	218	28,739 40	136 20	2 62
1839, . . .	397	223	229	29,474 41	132 16	2 53
1840, . . .	391	229	236	27,844 98	121 59	2 32
1841, . . .	399	233	232	28,847 62	123 81	2 38
1842, . . .	430	238	238	29,546 87	111 12	2 13
1843, . . .	458	244	255	27,914 12	114 40	2 20
1844, . . .	491	261	263	29,278 75	112 17	2 15
1845, . . .	656	316	360	43,888 65	138 88	2 66
1846, . . .	637	359	367	39,870 37	111 06	2 13
1847, . . .	607	377	394	39,440 47	104 62	2 01
1848, . . .	655	404	409	42,860 05	106 09	2 05
1849, . . .	682	420	429	40,870 86	97 31	1 87
1850, . . .	670	440	441	46,776 13	106 40	2 04
1851, . . .	704	462	466	52,485 33	112 61	2 16
1852, . . .	775	515	532	43,878 35	85 20	1 62
1853, . . .	820	537	520	53,606 66	103 14	1 98
1854, . . .	819	430	381	53,221 52	123 77	2 38
1855, . . .	580	349	336	54,895 88	157 29	3 02
1856, . . .	577	357	376	45,631 87	128 64	2 47
1857, . . .	647	387	372	49,004 75	124 04	2 38
1858, . . .	679	372	301	38,267 26	102 86	2 39
1859, . . .	501	309	317	48,363 33	156 51	3 01
1860, . . .	532	324	331	47,757 01	147 39	2 83
1861, . . .	583	369	379	54,748 53	148 37	2 84
1862, . . .	600	401	396	53,043 88	132 18	2 50
1863, . . .	611	398	399	66,082 36	166 03	3 19
1864, . . .	625	366	344	66,612 00	182 00	3 50
1865, . . .	565	350	343	73,772 41	211 37	4 06
1866, . . .	630	368	381	88,398 73	239 28	4 60
1867, . . .	669	389	355	86,930 88	223 47	4 30
1868, . . .	651	370	382	72,054 59	197 60	3 80
1869, . . .	719	387	376	81,440 58	209 04	4 02
1870, . . .	760	396	408	75,715 51	191 20	3 68
1871, . . .	879	439	421	96,455 69	219 27	4 22
1872, . . .	864	450	439	92,533 93	205 63	3 95
1873, . . .	846	453	469	95,196 83	210 14	4 04
1874, . . .	869	476	485	101,463 68	213 16	4 10
1875, . . .	847	487	478	100,680 39	206 74	3 98

The current expenses have been a little less than last year, and a decrease of a few cents per week in the expense for each patient is shown, although, as is stated in the Treasurer's report, salaries and wages for fourteen months are included in the expenditures of the year. This has not resulted from any depreciation of the standard of the hospital service. Prices have generally ruled a little lower, and the average number of patients has been greater. The current expenses are not materially modified by a variation of ten or twenty persons in our household, and should the average number of patients for the next year be smaller, it is probable the cost per week will be increased.

If the buildings we now occupy were not soon to be vacated, it would be necessary, in order to keep the hospital well up to the requirements of the times, to expend much larger amounts each year in improvements and repairs, than has seemed advisable under existing circumstances. The aim has been to keep them in a condition that will, as far as possible, insure health and comfort to the patients, but not to expend money for radical improvements soon to be discarded.

The farm and garden have been productive, and the household well supplied with fruit and vegetables. Farm and garden labor is one of the best curative agencies in the treatment of many cases of insanity, and wonderfully tranquillizing in many incurable ones. A number of patients have been employed in this department during the year, and it is believed many more can thus be occupied, and much greater benefit received from this source, when we shall occupy the new buildings, than is possible under present circumstances. Many patients could work on the farm who cannot be trusted at the cottages.

The laundry, kitchen and sewing-rooms furnish employment for some male and many female patients, and both sexes assist in the housework of their respective wards.

No attempt has been made to keep a record of the number of days' work done, or of garments made or mended, or of the specific items of labor, in any department, performed by patients; but it is a daily study to keep as many as possible employed, and a great care to guard against accident from this source.

To the many kind friends who by gifts of books, pictures, flowers and other useful and ornamental articles, or by readings, concerts and entertainments, have contributed to the welfare of our household, our cordial thanks are due.

To the clergymen who have so kindly continued to lead our religious services, we are under renewed obligations. The plan of having different pastors officiate is a very successful one, and we hope to continue it.

I desire to express my appreciation of the skilful and efficient service rendered the hospital and patients by the assistant officers, and by the various employes, who have been zealous and faithful in their trying duties.

And now we leave the past, and turn to the future. Arduous, complicated and perplexing duties are before us. When we have done our best, we may not escape censure. With compassion for the poor ones under our care; with sympathy for those who are bound to them by ties of kinship and love; with a determination to spare no effort to alleviate in every possible way the sufferings and sorrows of patients and their friends; and with a firm dependence upon Him who careth for us all, let us bend our energies anew to the task.

B. D. EASTMAN,
Superintendent.

WORCESTER LUNATIC HOSPITAL, }
WORCESTER, Oct. 16, 1875. }

APPENDIX.

[For the information of the general public, and more particularly that portion who may be called upon, either in a friendly or official capacity, to act in the matter of sending persons to the hospital, the following Suggestions to Friends, Forms of Admission, and Collection of Laws, have been made]

WORCESTER, Oct. 16, 1875.

SUGGESTIONS TO THE FRIENDS OF PATIENTS.

Persons should never be brought to the hospital except in *strict compliance* with the requirements of the *law*. Blank forms of admission, and all necessary information, will be furnished upon application to the Superintendent.

No deception should ever be used in conveying a patient to the hospital. Let all arrangements be properly made, and with sufficient assistance to control excitement, should any arise. Let the person be plainly, but kindly, told they are to go the hospital. No continued resistance will ordinarily be made; but, if it become necessary, better use *force* than *fraud*. Do not call upon an officer for assistance, if it can be avoided.

If possible, some person should come with the patient who can give a correct history of the case. Effort should be made to inculcate the idea that the officers and employes of the hospital will be kind and friendly, and endeavor to promote the best interests of those under their charge.

An abundance of underclothing should be brought with every patient, especially if they are at all disposed to derange their dress, together with suitable outer-garments for ordinary wear and for attending lectures and religious services, if their condition will admit. Jewelry, superfluous articles of dress, knives, etc., should not be brought, as they are liable to be lost, and the hospital will not be responsible for them. All practicable care will be taken to avoid loss or destruction of clothing, etc.; but it cannot be entirely avoided.

All packages sent by express to patients should be paid through, and plainly directed to the person for whom they are intended, care of Worcester Lunatic Hospital, Worcester, Mass.

All letters for patients should be placed in an unsealed envelop, directed to the patient, and the whole placed in another envelop addressed to the Superintendent. Neither money nor postal-stamps should be sent directly to patients, but may be sent to the Superintendent for their benefit.

In all cases which have been at the hospital but a short time, or are subject to periodical attacks of excitement, friends should ascertain their condition, and the propriety of visiting them, before coming to see them. No objection will be made to a reasonable amount of visiting to such patients as will not be injuriously affected thereby.

No letters written about persons while at the hospital should be shown them after their discharge.

B. D. EASTMAN, M. D.,
Superintendent.

WORCESTER LUNATIC HOSPITAL, }
WORCESTER, MASS.

CONCERNING ADMISSION TO THE HOSPITAL.

The laws of the Commonwealth prescribe three methods by which a person may be placed in the hospital,—

First. BY ORDER OF COURT.

Second. BY FRIENDS.

Third. BY OVERSEERS OF THE POOR.

First. BY ORDER OF COURT.

Any of the judges of the supreme judicial, superior and probate courts, and any trial justice of juvenile offenders of Suffolk County, may commit a person to the hospital.

Commitments are usually made by the judges of probate court, the form of application, with the necessary accompanying certificates being as follows:—

[The applicant must answer in writing the printed interrogatories accompanying this blank.]

To the Honorable Judge of the Probate Court in and for the County of .

of on oath, complains that of
in said county of , is an insane person, and a proper subject for
the treatment and custody of the Worcester Lunatic Hospital.

Wherefore h prays that said may be committed to the said
Worcester Lunatic Hospital, according to law.

ss.

A. D. 187 .

Then the above-named made oath that the above complaint,
by h subscribed, is true.

Before me,

Justice of the Peace.

I, the subscriber, one of the selectmen of mayor of the city of
, where said resides, hereby acknowledge that notice
in writing has been given to me of the intention to present the foregoing
complaint and application.

A. D. 187 .

†

To the Honorable Judge of the Probate Court in and for the County of

The subscriber, having made application to your honor for the commitment of _____ to the Worcester Lunatic Hospital as a lunatic, now presents the following statement, in answer to interrogatories:—

What is the age of the lunatic? Ans.

Birthplace? Ans.

Married or single? Ans.

Occupation? Ans.

Supposed cause of disease? Ans.

Duration? Ans.

Character, — whether mild, violent, or dangerous? Ans.

Homicidal, or suicidal? Ans.

Paralytic, or epileptic? Ans.

Previous existence of insanity in the lunatic? Ans.

Previous or present insanity in any of the family? Ans.

Habits in regard to temperance? Ans.

Whether he has been in any lunatic hospital; if so, what one, when, and how long? Ans.

(If a woman.)

Has she ever borne any children? Ans.

How long since the birth of her last child? Ans.

Name and post-office address of some one of the nearest relatives or friends? Ans.

What facts show whether _____ has or has not a settlement, and where, if anywhere, in this State? Ans.

[For the law relating to settlements, see Gen. Stat., chap. 60.

Supplement to Gen. Stat., 1863, chap. 323.

" " 1870, " 392.

" " 1871, " 379.

" " 1874, " 274.]

Applicant.

PHYSICIANS' CERTIFICATE.

The subscribers, physicians of _____ in the county of _____ having made due inquiry and personal examination of _____ named in the foregoing application, within one week prior to the date hereof, certify the said _____ is insane, and a proper subject for the treatment and custody of the Worcester Lunatic Hospital.

SS.

A. D. 187 .

Then the above-named _____ and _____ made oath that the above certificate is true.

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SS.

At _____ in said county, on the _____ day of _____ A. D. 187 .
On the application of _____ for the commitment of _____ of _____
in said county, to the Worcester Lunatic Hospital, _____ ;

notice in writing having been given by said applicant to one of the selectmen of where said resides, of h intention to make said application, and said having received all necessary notice of the time and place appointed for hearing, it appears upon a full hearing that said is an insane person, and a proper subject for the treatment and custody of the Worcester Lunatic Hospital.

Therefore it is ordered that said be committed to the said Worcester Lunatic Hospital.

Judge of the Probate Court.

Second. BY FRIENDS—PRIVATE PATIENTS.

For the admission of private patients, application must be made by relative, guardian or friend, and certificate of insanity, acknowledgment of notice to selectmen or mayor, and satisfactory bond for support must be given according to the following form :—

COMMONWEALTH OF MASSACHUSETTS.

[STATE SEAL.]

The Worcester Lunatic Hospital.

In consideration of the admission of of in the county of as a patient at the Worcester Lunatic Hospital, at Worcester, we, the undersigned, promise to pay to the treasurer of said hospital the rate of board which may from time to time be determined by the trustees of said hospital, for said patient, so long as he shall continue a boarder in said hospital, with such extra charges as may be occasioned by the necessity of giving h more than ordinary care or attention; to provide or pay for all clothing or other things necessary or proper for h health and comfort; to pay for all damages which he may do to furniture or other property of said hospital; to pay for reasonable charges in case of elopement, and funeral expenses in case of death; and to remove h from the hospital whenever the room occupied by h shall be required for a class of patients having preference by law, or who, in the opinion of the superintendent, should be received. We also promise that if, against the advice of the superintendent, he be removed, either by us or by any of h friends, before the expiration of three calendar months, we will pay board for thirteen weeks.

Payments to be made quarterly, and at the time of removal, with interest on each bill from and after the time at which it becomes due.

Witness our hands, this day of A. D. 18 .

Attest:

Principal.

[Post-office address.]

Surety.

[Post-office address.]

If it becomes necessary to communicate with any friend of the patient, address,—

STATEMENT of _____ an applicant for the admission of _____, an insane person, to the Worcester Lunatic Hospital:—

Age of the insane person, Occupation,
Birthplace, Residence,
Civil condition (single, married, widowed or divorced),
Is this the first attack of insanity? Other attacks, and when,
Supposed cause of insanity,
Duration of this attack,
Character of insanity,—whether mild, violent, or dangerous,
Homicidal or suicidal,
Paralytic or epileptic,
Having delusions or hallucinations,
Habits in regard to ardent spirits, opium and tobacco,
Natural eccentricities of temper, thought, or action,
Any serious disease or bodily injury heretofore,
Previous or present insanity in relatives,
If ever in any institution for insane, when, where, and how long,
If a woman, she has borne children; the last years ago.
Facts showing whether he has or has not a settlement, and, if any,
where,

Name and post-office address of some nearest relative or friends over eighteen years of age,

Father,	Mother,
Children,	Brothers,
Sisters,	Husband,
Wife,	

If the applicant is unable to state any of the foregoing particulars, he shall state his inability to do so.

APPLICATION.

I request that the above-named may be admitted as a patient
at the Worcester Lunatic Hospital.

Applicant.

A. D. 18 .

[Post-office address.]

PHYSICIANS' CERTIFICATE.

We, the subscribers, respectable physicians in _____ in the county of _____, having made *due inquiry and personal examination* of _____, named in the foregoing application, *within one week prior to the date hereof*, certify that he is insane, and a proper subject for custody and remedial treatment in the Worcester Lunatic Hospital. And I, _____, further certify that I am the family physician of the said _____.

M. D.

M. D.

A. D. 18 .

ACKNOWLEDGMENT OF NOTICE.

I, the subscriber, one of the selectmen, or mayor, of _____, where said _____ resides, hereby acknowledge that notice in writing has been given to me of the intention to present the foregoing application.

A. D. 18 .

[See Acts of 1862, chap. 223, sects. 4, 5, 8, 13. Acts of 1865, chap. 268.]

Third. BY OVERSEERS OF THE POOR.

Any insane person supported as a pauper by any city or town, may be placed by the overseer of the poor thereof in the hospital, with the consent of the trustees, upon compliance with the following form:—

COMMONWEALTH OF MASSACHUSETTS.

[STATE SEAL.]

The Worcester Lunatic Hospital.

In consideration of the admission of _____ of _____ in the county of _____ as a patient at the Worcester Lunatic Hospital, at Worcester, we, the undersigned, being a majority of the overseers of the poor of the town of _____ in the county of _____ for and in behalf of the inhabitants of said town, promise to pay to the treasurer of said hospital the rate of board which may from time to time be determined by the trustees of said hospital, for said patient, so long as he shall continue a boarder in said hospital, with such extra charges as may be occasioned by the necessity of giving him more than ordinary care or attention; to provide or pay for all clothing or other things necessary or proper for his health and comfort; to pay for all damages which he may do to furniture or other property of said hospital; to pay for reasonable charges in case of elopement, and funeral expenses in case of death; and to remove him from the hospital whenever the room occupied by him shall be required for a class of patients having preference by law, or who, in the opinion of the superintendent, should be received. We also promise that if, against the advice of the superintendent, he be removed, either by us or any of his friends, before the expiration of three calendar months, we will pay board for thirteen weeks.

Payments to be made quarterly, and at the time of removal, with interest on each bill from and after the time at which it becomes due.

Witness our hands, this _____ day of _____ A. D. 18 .

Attest:

Overseers of the Poor of the Town of _____

If it becomes necessary to communicate with any friend of the patient, address,—

44 LUNATIC HOSPITAL AT WORCESTER. [Oct.

STATEMENT of _____ an applicant for the admission of _____, an
insane person, to the Worcester Lunatic Hospital :—

Age of the insane person, Occupation,
Birthplace, Residence,
Civil condition (single, married, widowed or divorced),
Is this the first attack of insanity? Other attacks, and when,
Supposed cause of insanity,
Duration of this attack,
Character of insanity,—whether mild, violent, or dangerous,
Homicidal or suicidal,
Paralytic or epileptic,
Having delusions or hallucinations,
Habits in regard to ardent spirits, opium and tobacco,
Natural eccentricities of temper, thought, or action,
Any serious disease or bodily injury heretofore,
Previous or present insanity in relatives,
If ever in any institution for insane, when, where, and how long,
If a woman, she has borne _____ children; the last _____ years ago.
Facts showing whether he has or has not a settlement, and if any,
where,

Name and post-office address of some of nearest relatives or friends over
eighteen years of age,

Father,	Mother,
Children,	Brothers,
Sisters,	Husband,
Wife,	

If the applicant is unable to state any of the foregoing particulars, he shall
state his inability to do so.

APPLICATION.

I request that the above-named _____ may be admitted as a patient
at the Worcester Lunatic Hospital.

Applicant.

A. D. 18 .

[Post-office address.]

PHYSICIANS' CERTIFICATE.

We, the subscribers, respectable physicians in _____ in the county of _____
, having made *due inquiry and personal examination* of _____,
named in the foregoing application, *within one week prior to the date hereof*,
certify that he is insane, and a proper subject for custody and remedial
treatment in the Worcester Lunatic Hospital. And I, _____, further
certify that I am the family physician of the said

M. D.

M. D.

A. D. 18 .

ACKNOWLEDGMENT OF NOTICE.

I, the subscriber, one of the selectmen, or the mayor, of _____, where
said _____ resides, hereby acknowledge that notice in writing has been
given to me of the intention to present the foregoing application.

A. D. 18 .

[See Acts of 1862, chap. 223, sects. 4, 5, 8, 13. Acts of 1865, chap. 268.]

LAWS NOW IN FORCE

REGULATING THE GENERAL MANAGEMENT OF THE STATE LUNATIC HOSPITALS, AND THE RECEPTION AND REMOVAL OF PATIENTS.

[General Statutes, Chapter 5.]

SECTION 11. The trustees or inspectors of each state lunatic hospital, state almshouse, the hospital at Rainsford Island, reform school for boys, and industrial school for girls, shall annually on the thirtieth day of September, cause to be made an accurate inventory of the stock and supplies on hand, and the value and amount thereof, at such institution, under the following heads: Live-stock on the farm; produce of the farm on hand; carriages and agricultural implements; machinery and mechanical fixtures; beds and bedding in the inmates' department; other furniture in the inmates' department; personal property of the state in the superintendent's department; ready-made clothing; dry goods; provisions and groceries; drugs and medicines; fuel; library.

[General Statutes, Chapter 71.]

SECTION 7. The inmates of a state almshouse, state lunatic hospital, or the hospital at Rainsford Island, may be transferred from one institution to another, or sent to any state or place where they belong, by the board [*alien commissioners, now board of state charities*], or their order, when the public interest or the necessities of the inmates require such transfer; but no patient shall be transferred or discharged from a state lunatic hospital without the concurrence of the trustees thereof.

[General Statutes, Chapter 73.]

Of the State Lunatic Hospitals.

SECTION 1. The government of each of the state lunatic hospitals at Worcester, Taunton, and Northampton shall be vested in a board of five trustees, appointed and commissioned by the governor with the advice and consent of the council, subject to removal only for sufficient cause. The trustees now in office shall continue to

hold their offices until the terms thereof expire according to the provisions of this section. On the first Wednesday of February in each year the term of office of the senior member in each board, as they stand arranged on the list of their appointments, shall terminate, and the name of the person appointed to fill the vacancy shall be placed at the bottom of the list, and other vacancies may at any time be filled, and the names of the persons appointed substituted in the list for the remainder of the vacant terms.

SECTION 2. The trustees of each hospital shall be a corporation for the purpose of taking and holding, to them and their successors, in trust for the commonwealth, any grant or devise of lands, and any donation or bequest of money, or other personal property, made for the use of the institution of which they are trustees, and for the purpose of preserving and investing the proceeds thereof in notes or bonds secured by good and sufficient mortgages or other securities, with all the powers necessary to carry said purposes into effect.

SECTION 3. They shall take charge of the general interests of the institution and see that its affairs are conducted according to the requirements of the legislature and the by-laws and regulations which the board shall establish for the internal government and economy thereof; and they shall be reimbursed all expenses incurred in the discharge of their official duties.

SECTION 4. They shall establish by-laws and regulations, with suitable penalties, for the internal government and economy of the institution; shall appoint a superintendent who shall be a physician and constantly reside at the hospital; and a treasurer who shall give bonds for the faithful discharge of his duties; and shall appoint, or make provision in the by-laws for appointing, such officers as in their opinion may be necessary for conducting efficiently and economically the business of the institution; and shall determine, subject to the approval of the governor and council, the salaries of all the officers. All their appointments shall be made in such manner, with such restrictions and for such terms of time as the by-laws may prescribe.

SECTION 5. The salaries of the superintendents, assistant physicians, stewards and matrons of the state lunatic hospitals shall be paid quarterly from the current receipts of the several hospitals.

SECTION 6. There shall be thorough monthly visitations of each hospital by two of the trustees thereof, and quarterly by a majority of them, and semi-annually by the whole board, at each of which a written account of the state of the institution shall be drawn up, which shall be presented at the annual meeting to be held between the first and fifteenth days of October. At the annual meeting a full and detailed report shall be made, exhibiting a particular state-

ment of the condition of the hospital and all its concerns, with a list of the salaried officers and their salaries, and in a tabular form, under the heads specified in section eleven of chapter five, the value of the stock and supplies, to be laid before the governor and council on or before the fifteenth day of October, for the use of the government; and at the same meeting the treasurer shall present to the trustees his annual report on the finances of the institution; both of which reports shall be made up to the thirtieth day of September inclusive. The trustees shall audit the report of the treasurer, and transmit it with their annual report to the governor and council.

SECTION 7. The accounts and books of the treasurer shall at all times be open to the inspection of the trustees.

SECTION 12. The jurors shall be selected in equal numbers from the place in which the trial is had, and one or two adjoining places, as the judge shall direct; and the same proceedings shall be had in selecting and empanelling the jury as are prescribed in chapter forty-three: *provided*, that in the counties of Suffolk and Nantucket all the jurors may be taken from the same place.

SECTION 13. The judge shall preside at such trial, and administer to the jury an oath faithfully and impartially to try the issue, and the verdict of the jury shall be final on the complaint.

SECTION 14. If, by reason of challenges or otherwise there is not a full jury of the persons summoned, the judge shall cause the officer who served the summons, or in his absence the officer attending the jury, to return suitable persons to supply the deficiency; and shall have the same authority as the supreme judicial court to enforce the attendance of jurors and witnesses, and inflict fines for non-attendance.

SECTION 15. The officer who summons and attends the jury shall receive therefor four cents a mile for all necessary travel, and one dollar and fifty cents for each day that he attends upon them; and the jurors and witnesses shall be entitled to such compensation as is prescribed for jurors and witnesses in the supreme judicial court.

SECTION 16. The expenses of the trial, including the fees of all necessary witnesses, shall be allowed and certified by the judge, and paid out of the county treasury.

SECTION 17. There shall be allowed to each judge of the probate court, for receiving, hearing, and determining, every application made to him for the commitment of a lunatic, a fee of two dollars, to be paid out of the county treasury. The judges shall present their accounts for such fees as often as once in each year, to the county commissioners, who shall audit and allow them if found correct. There shall be allowed to the judge of the probate court

for receiving, hearing, and determining, an application for the discharge of a lunatic from either hospital, two dollars, to be paid by the party making the application.

SECTION 18. The superior court may allow to any sheriff, constable, or other person to whom a precept is directed by name, who may commit any person to either hospital, the same fees as are allowed to officers upon the commitment of persons to prison, and such further sums for expenses incurred in said commitments as to the court may seem reasonable; and the sums so allowed shall be made up in the general bill of costs for the term of the court at which the allowance is made.

SECTION 25. Every city and town paying expenses for the support or removal of a lunatic committed to either hospital, shall have like rights and remedies to recover the full amount thereof, with interest and cost, of the place of his settlement, as if such expenses had been incurred in the ordinary support of the lunatic; and the lunatic, if of sufficient ability to pay the same, and any kindred obligated by law to maintain him, shall be liable for all such expenses paid by any city or town in either case.

SECTION 26. The governor may at any time cause to be removed from one of said hospitals to either of the others, such of the inmates thereof as circumstances or the necessities of the case may in his judgment require.

SECTION 30. Any justice of the supreme judicial court or superior court, at any term held within and for the county in which either hospital is located, or the judge of the probate court of such county, may on application in writing for the discharge from such hospital of any lunatic who has remained there a sufficient time to make it appear that he is incurable, cause him to be delivered to the agents of any place in which he has his legal settlement, or to his friends when it appears that it would not be to his injury, and that he would be comfortably and safely provided for by any parent, kindred, friend, master, or guardian, or by the place of his legal settlement. When request for the purpose is made in writing by any person interested in such discharge, the judge before whom the trial is to be held shall issue a warrant to the sheriff of the county or his deputy, directing him to summon a jury of six lawful men to hear and determine the question whether such lunatic is incurable, and may be comfortably and safely provided for, according to the terms of this section; the proceedings shall be the same in selecting the jurors, conducting the trial, and allowing the costs, as are provided in sections twelve, thirteen, fourteen, fifteen, and sixteen.

SECTION 31. If, after the discharge of an incurable lunatic under the preceding section, it is made to appear on complaint by any

person under oath to the judge of the probate court for the county in which the lunatic has his legal settlement or is placed, that he is not comfortably supported, or that the public safety is endangered by him, said judge shall order his recommitment to said hospital. And the same proceedings may be had in determining these questions by a jury, upon the request of any person interested therein made in writing to said judge, as are provided in the preceding section.

SECTION 32. No pauper shall be discharged from either hospital without suitable clothing; and the trustees may furnish the same at their discretion, together with such sum of money, not exceeding twenty dollars, as they may deem necessary.

[General Statutes, Chapter 172.]

SECTION 14. When a person indicted is at the time appointed for the trial found to the satisfaction of the court to be insane, the court may cause him to be removed to one of the state lunatic hospitals for such a term and under such limitations as they may direct.

[General Statutes, Chapter 180.]

Lunatics in the State Prison.

SECTION 1. The physician of the state prison as chairman, with the superintendents of the state lunatic hospitals, shall constitute a commission for the examination of convicts in said prison alleged to be insane. Each commissioner shall receive for his services in such capacity his travelling expenses and three dollars a day for each day he is so employed, which shall be charged to the prison. [By Acts of 1862, chapter 8, this commission was made to consist of the physician of the state prison as chairman, the superintendents of the state lunatic hospitals at Worcester and Taunton, together with the superintendents of the McLean Asylum at Somerville and the Boston Lunatic Hospital.]

SECTION 2. When a convict in the prison appears to be insane, the warden or inspectors shall give notice thereof to the chairman of said commission, who shall forthwith notify the members thereof to meet at the prison.

SECTION 3. The commission shall investigate the case, and if, in the opinion of a majority of them, the convict has become insane, and his removal would be expedient, they shall so report, with their reasons, to a judge of the superior court, who shall forthwith issue his warrant under the seal of that court, directed to the warden, authorizing him to remove the convict to one of the state lunatic hospitals, there to be kept till, in the opinion of the superintendent

and trustees thereof, he may be recommitted consistently with his health. The superintendent when so satisfied shall certify the fact of such restoration upon the warrant, and give notice to the warden, who shall thereupon cause the convict to be reconveyed to the prison, there to remain pursuant to his original sentence, computing the time of his confinement in the hospital as part of the term of his imprisonment.

Lunatics in other Prisons.

SECTION 4. When a convict in a prison other than the state prison, or in the house of correction, appears to be insane, the physician attending the prison or house of correction shall make a report thereof to the jailer or master, who shall transmit the same in the county of Suffolk to a judge of the superior court, and in any other county to the judge of the probate court. The judge shall make inquiry into the facts therein stated, and if satisfied that such convict is insane, he may, at any time he deems necessary, cause such prisoner to be removed to one of the state lunatic hospitals.

SECTION 5. If a person so removed is restored to sanity before the expiration of his sentence, he shall be forthwith returned to the prison or house of correction from which he was removed, there to remain pursuant to his original sentence, computing the time of his confinement in the hospital as part of the term of his imprisonment.

[Chapter 223, Acts of 1862.]

AN ACT concerning State Lunatic Hospitals and Insane and Idiotic Persons.

SECTION 1. The titles of the state lunatic hospitals shall be severally, The Worcester Lunatic Hospital, The Taunton Lunatic Hospital, and The Northampton Lunatic Hospital.

SECTION 2. The lands now holden, and which may hereafter be holden, by the trustees of any state lunatic hospital, in trust for the commonwealth, for the use of the institution of which they are trustees, shall not be taken for any street, highway, or railroad, without leave of the legislature specially obtained.

SECTION 3. Any of the judges of the supreme judicial, superior, and probate courts, and, in the city of Boston, of the police court, may commit to either of the state lunatic hospitals any insane person who, in their opinion, is a proper subject for its treatment or custody. But in all cases, the evidence and certificate of at least two respectable physicians shall be required to establish the fact of insanity. In all cases the judge shall certify in what place the lunatic resided at the time of his commitment; or if ordered to be confined by any court, the judge shall certify in what place the luna-

tic resided at the time of the arrest in pursuance of which he was held to answer before such court ; and such certificate shall, for the purposes of this act, be conclusive evidence of his residence.

SECTION 4. Any person applying for the commitment or for the admission of a lunatic to a state lunatic hospital, under the provisions this act, shall first give notice in writing to the mayor, or one or more of the selectmen, of the place where the lunatic resides, of his intention to make such application ; and satisfactory evidence that such notice has been given shall be produced to the judge in cases of commitment, and to the trustees upon applications for admission.

SECTION 5. Upon every application for the commitment or admission of an insane person to any hospital or asylum for the insane, there shall be filed with the application, or within ten days after the commitment or admission, a statement in respect to such person, showing, as nearly as can be ascertained his age, birth-place, civil condition, and occupation ; the supposed cause and the duration and character of his disease, whether mild, violent, dangerous, homicidal, suicidal, paralytic, or epileptic ; the previous or present existence of insanity in the person or his family ; his habits in regard to temperance ; whether he has been in any lunatic hospital, and, if so, what one, when, and how long ; and, if the patient is a woman, whether she has borne children, and, if so, what time has elapsed since the birth of the youngest ; the name and address of some one or more of his nearest relatives or friends, together with any facts, showing whether he has or has not a settlement, and if he has a settlement, in what place ; and if the applicant is unable to state any of the above particulars, he shall state his inability to do so. The statement, or a copy thereof, shall be transmitted to the superintendent of the hospital or asylum, to be filed with the order of commitment, or the application for admission.

SECTION 6. The judge may hear and determine such applications, in respect to persons alleged to be insane, at such times and places as he may appoint ; and the presence of the alleged lunatic at the hearing may be required or dispensed with, in the discretion of the judge ; and the court may, in its discretion, issue a warrant to the sheriff, or his deputy, directing him to summon a jury of six lawful men, to hear and determine whether the alleged lunatic is insane. Whenever a jury is summoned, pursuant to the provisions of this section, the same proceedings shall be had and the same fees and expenses paid as are provided by the General Statutes, chapter seventy-three, sections twelve, thirteen, fourteen, fifteen, and sixteen.

SECTION 7. Whenever application shall be made to any judge of [the] probate [court] for the commitment of an insane person

under the provisions of this act, he may allow to the sheriff, deputy sheriff, or constable, or other person to whom a precept is directed by name, who may serve the same, the same fees as are allowed to officers upon the commitment of persons to prison, and such further sum for expenses incurred in said commitments, or in bringing such lunatic before the judge, as to him may seem reasonable; and the sums so allowed shall be certified and paid, as provided in the General Statutes, chapter seventy-three, section sixteen.

SECTION 8. Upon every application for the admission of an insane person to the several state lunatic hospitals, or to any asylum or private house for the reception of the insane, the applicant shall file with his application a certificate, signed by two respectable physicians, one of whom, when practicable, shall be the family physician of the patient, certifying after due inquiry or personal examination [due inquiry *and* personal examination, Acts of 1865, chapter 268, section 1] of the patient by them, within one week prior to the date of the certificate, to the insanity of the person in whose behalf admission is sought, and that such person is a fit subject for remedial treatment at such hospital, asylum, or private house.

SECTION 9. Any insane person who is supported by any place as a pauper, may be committed, by the overseers of the poor thereof, to either of the state lunatic hospitals, with the consent of the trustees, and shall be kept for a sum not exceeding the actual expense of his support. And the trustees shall receive into the hospital any other insane person having a settlement or residence in this commonwealth, for such compensation as they may determine.

SECTION 10. The expenses for the state lunatic hospitals for the support of lunatics having known settlements in this state, shall be paid quarterly, either by the persons obligated to pay, or by the place in which such lunatics had their residence at the time of their commitment, unless other sufficient security is taken to the satisfaction of the trustees, for such support. If any place or person refuses to pay whatever sum may be charged and due according to the by-laws of the hospital, on account of the support of such patient therein, or for the removal of any patient whom the trustees are authorized by law to remove, for thirty days after the same has been demanded by the treasurer in writing, of the mayor and aldermen of the city, or of the selectmen of the town, or of the person liable therefor, the same, with interest from the time of such demand, may be recovered for the use of the hospital, in an action to be instituted by the district-attorneys, or other prosecuting officers, in the name of the treasurer, against such delinquent city, town, or person.

[Chapter 105, Acts of 1870.]

AN ACT relating to the Price to be Paid for the Board of Insane State Paupers in Lunatic Hospitals.

SECTION 1. The expenses of the state lunatic hospitals for the support of lunatics not having known settlements in this state, committed thereto, shall be paid quarterly by the commonwealth, at the same rate charged for city and town pauper lunatics therein, but not to exceed the sum of three dollars and fifty cents for each person per week; and the same may afterwards be recovered, by the treasurer of the commonwealth, of the lunatics themselves, if of sufficient ability to pay the same, or of any person of kindred obligated by law to maintain them, or of the place of their settlement, if any such is ascertained.

[Chapter 223, Acts of 1862.]

SECTION 12. It shall be the official duty of the attorney-general and district-attorneys to advise and consult with the trustees and treasurers of the several state lunatic hospitals, when requested by them, on all questions of law relating to their official business.

SECTION 13. If at any time, all the state lunatic hospitals shall be so full that the inmates cannot all be suitably accommodated therein, and in the opinion of the trustees of either hospital it is proper that some should be removed, the trustees may remove to their respective homes, or to the places of their legal settlement, or of their residence, so many as may be necessary to afford suitable accommodation for the remainder; but only such patients shall be selected for removal as, in the opinion of the trustees and superintendent, are not susceptible of improvement, and can be suitably managed at their homes or in the places to which they may be sent.

SECTION 16. The money and cost of clothing which the trustees of any state lunatic hospital may by law furnish to discharged pauper lunatics, the expense of pursuing such as elope therefrom, and of burial of pauper lunatics dying in the hospitals, shall be reimbursed to the trustees by the places of legal settlement of city and town paupers, and by the commonwealth in the case of state paupers.

SECTION 17. When a person held in prison on a charge of having committed an indictable offence is not indicted by the grand jury, or on trial is acquitted by the jury by reason of insanity, the jury in either case shall certify that fact to the court, and thereupon, if the court is satisfied that he is insane, they may order him to be committed to one of the state lunatic hospitals under such limitations as they may direct.

[Chapter 240, Acts of 1863.]

AN ACT in relation to State Charitable and State Correctional Institutions.

SECTION 4. They [the board of state charities] shall have full power to transfer pauper inmates from one charitable institution or lunatic hospital to another, and for this purpose to grant admittances and discharges to such pauper inmates, but shall have no power to make purchases for the various institutions. They shall receive no compensation for their services except their actual traveling expenses, which shall be allowed and paid.

[Chapter 288, Acts of 1864.]

AN ACT relating to Insane Persons and Lunatic Hospitals.

SECTION 6. It shall be the duty of the overseers of the poor of any city or town, except the city of Boston, to commit to one of the state lunatic hospitals, or the Boston Lunatic Hospital, with the consent of the trustees thereof, any person supported by such city or town who is suffering under recent insanity, and is a fit subject for remedial treatment.

SECTION 7. Whenever the board of state charities shall have reason to believe that any insane person, not incurable, is deprived of proper remedial treatment, and is confined in any almshouse or other place, whether such insane person is a public charge or otherwise, it shall be the duty of said board to cause application to be made to one of the judges of the supreme judicial, superior, or probate courts, for the commitment of such person to a hospital in the manner prescribed by law.

SECTION 8. The governor and council may license any suitable person to establish and keep an asylum or private house for the reception and treatment of insane persons, and may at any time revoke such license. And such asylum or private house shall be subject to visitation by the governor and council, or any committee thereof, and by the judge of the probate court of the county wherein the same is situated.

SECTION 9. Whoever establishes or keeps such an asylum or private house, without a license unless otherwise authorized by law, shall forfeit a sum not exceeding five hundred dollars.

[Chapter 268, Acts of 1865.]

AN ACT amending the Act concerning State Lunatic Hospitals and Insane and Idiotic Persons.

SECTION 1. The eighth section of the two hundred and twenty-third chapter of the acts of the year eighteen hundred and sixty-two is hereby so amended that the certificate signed by two respectable physicians and required by said section shall be made according to

the provisions of said section, after due inquiry and personal examination of the patient by them.

SECTION 2. Upon application for the admission of an insane person to any state lunatic hospital, or to any asylum or private house for the reception of the insane, the applicant shall file with his application, a statement containing the names of such insane person's father, mother, children, brothers, sisters, or other next of kin, not exceeding ten in number, and over eighteen years of age, when the names and address of such relatives are known by the person or persons making such application, and such statement shall be filed with the order for commitment or application for admission. And the superintendent, or person in charge of such asylum or house for the reception of the insane, shall, within two days from the time of the admission or commitment of any insane person, send, or cause to be sent, notice of said commitment in writing, by mail, postage prepaid, to each of said relatives, and to any other two persons whom the person committed shall designate.

[Chapter 321, Acts of 1871.]

AN ACT in relation to the Discharge of Persons Confined as Insane.

SECTION 1. Any two of the trustees of either of the state lunatic hospitals, on application in writing, or of their own motion, or any judge of the supreme judicial court at any time and in any county, or the judge of the probate court for the county in which the hospital is located or of the county in which the patient had his residence at the time of his commitment or admission, on such application, after such notice, as the said trustees or judge may deem reasonable and proper, may discharge any person confined therein if it appears that such person is not insane, or, if insane, will be sufficiently provided for by himself, his guardian, his relatives, his friends, or the city or town liable for his support, or that his confinement therein is no longer necessary for the safety of the public nor his own welfare.

SECTION 2. Any two of the trustees may remove any person confined therein to the city or town in which the judge or court committing him certified that he resided at the time of the confinement, or to the place of his known lawful settlement, when in their opinion he ceases to be dangerous and is not susceptible of mental improvement at the hospital, if such city or town does not remove him after reasonable notice in writing.

SECTION 3. Any person may, in writing, make application to a judge of the supreme judicial court at any time and in any county, setting forth that he believes or has reason to believe that a person therein named is confined as an insane person in a lunatic hospital or other place, whether public or private, and ought no longer to

be so confined, stating also the names of all persons supposed to be interested in keeping him in confinement, and requesting his discharge.

SECTION 4. The judge shall, upon reasonable cause being shown for a hearing, order notice of the time and place of hearing on said application to be given to the superintendent in charge of the hospital, or place of confinement, and to such other persons as he deems proper, and such hearing when ordered shall be had as speedily as conveniently may be before the same or any other judge of the supreme judicial court in any county. The alleged insane person may be brought before the judge, at the hearing, upon a writ of habeas corpus, if any party so requests and the judge deems it proper, and an issue or issues may be framed and submitted to a jury by direction of the judge or on the request of any person who appears in the case. The jurors may be those in attendance on said court, if in session at the time of the hearing, or may be summoned for the especial purpose on venirens issued by the clerk of said court upon the order of the judge substantially in accordance with the provisions of chapter one hundred and thirty-two of the General Statutes.

SECTION 5. If it appears upon the verdict of the jury, or in the opinion of the judge, if not submitted to a jury, that the person so confined is not insane, he shall be discharged from such confinement.

SECTION 6. Upon complaint of any person confined in any lunatic hospital or other place for the treatment or custody of insane persons, public or private, or of any other person in his behalf, to the general agent of the board of state charities, that such person ought not longer to be so confined, the agent shall have power to investigate the case, make report thereof to said board, and if they so direct, shall make application for the discharge of the person so confined to a judge of the supreme judicial court, as provided in section three of this act; and the proceedings upon such application shall be as ordered in sections four and five of this act. And any district-attorney, upon request of the agent, shall aid him and conduct the proceedings in his behalf.

[Chapter 275, Acts of 1873.]

AN ACT giving Trial Justices of Juvenile Offenders Jurisdiction in Matters relating to Insane Persons.

Any trial justice of juvenile offenders of Suffolk County shall have the same jurisdiction as the judges of probate in all matters relating to the commitment of insane persons, and may commit to either of the state lunatic hospitals, or to the Boston Lunatic Hospital, any

insane person, who in his opinion is a proper subject for treatment or custody in such hospitals, in accordance with the laws now or hereafter in force in relation to lunatic hospitals and insane persons. Said trial justice shall receive the same fees and compensation as now provided by law for judges of probate in like cases, to be paid by the county of Suffolk.

[Chapter 363, Acts of 1874.]

AN ACT relating to the Correspondence of Insane Persons, etc.

SECTION 1. All persons confined as patients in the several lunatic asylums in this state, shall be allowed to write monthly to the superintendent of the asylum in which they are confined, also to the board of state charities. . . .

SECTION 2. All patients in such asylums shall be furnished by the several superintendents with all materials necessary for such correspondence. And a locked box shall be placed in each ward in which each writer may deposit his or her communication, said boxes to be opened and letters to be distributed monthly by some member of the board of state charities.

TWENTY-SECOND ANNUAL REPORT

OF

THE INSPECTORS

OF THE

STATE WORKHOUSE

AT

BRIDGEWATER.

OCTOBER, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).
1876.

Commonwealth of Massachusetts.

INSPECTORS' REPORT.

To His Excellency the Governor and the Honorable Council of the Commonwealth of Massachusetts.

The Inspectors of the State Workhouse at Bridgewater would submit their Annual Report for the year ending September 30, 1875.

The past year has been one of unusual interest, as relates to the institution over which we have the supervision. The general depression in business, which has cast thousands of unemployed people upon the community, has tended to increase the number of inmates in all our penal institutions; but we have been fortunate in the comparatively small increase in this establishment. Of the general management, we would state that there has been no radical change. Captain Nahum Leonard, Jr., whose valuable services we have had occasion in other reports to acknowledge, still continues as Superintendent. His full and able report, herewith transmitted, will acquaint you, with great particularity, with the condition of the institution, and the result of his administration for the past year. The health of the inmates has been favorable, as compared with former years, though, as will be seen in the Physician's report, a large number are subject to frequent visits to the hospital. Of the character of most of those who come here diseased it is unnecessary to speak; but of the kind and humane treatment which they receive, and the moral and religious influences that are exerted in their behalf, we

are pleased to bear testimony. For a particular account of the hospital department, see the report of Dr. Edward Sawyer, herewith transmitted.

It has been the aim of the Inspectors and Superintendent of the workhouse to keep the inmates employed as much as possible, at least so far as they were even capable of performing manual labor. The able-bodied men have chiefly labored upon the farm, and the result of the past season's work is all that could have been anticipated, when it is considered that there are many whose safe-keeping does not permit them to pass beyond the prison-yard. The value of the products of the farm on hand the 30th of September, was \$14,179.20. Another item of labor of importance is the ordinary repairs of buildings, and painting, which have been chiefly performed by inmates. During the winter season, it has been found difficult to find employment for those who, at other seasons, labor upon the farm. To meet this difficulty, the manufacture of baskets has recently been introduced. Should this prove successful, some appropriation by the legislature may be needed.

The females of the institution are employed in the manufacture of the clothing of the inmates, and, in addition to that, have earned some \$1,400 by their labor in the manufacture of cheap clothing for Boston parties during the year. The prices paid for this kind of work is now reduced twenty-five per cent. from former prices, and affords very little income in proportion to the work done. The income from this source is turned into the state treasury, and does not appear as credit in the account of expense of the workhouse. In estimating the expense of this institution, it should be noticed that prisoners committed here, who have a settlement in the Commonwealth, are chargeable to the city or town where they belong, to the extent of \$1.75 per week, which is paid into the state treasury, and does not appear in the account of the workhouse. The class of persons committed here the past year is somewhat different in character from that of former years. Many of them are desperate and violent, having recently been discharged from state prisons and houses of correction. If these are to continue to be sent here, some more secure prison building will be indispensable.

There are but twenty-five cells in the establishment, a large portion of which are made of wood.

The improvements upon the farm have continued the past year, about twenty acres having been reclaimed and laid down to grass. The crops of various kinds have been good. Special mention is deserved for the excellent management in this department.

The services of the chapel have been in charge of Rev. Ebenezer Gay, who for many years has faithfully ministered at the institution, and whose report is herewith transmitted. Rev. John Conlin has made frequent visits to the sick, and has held occasional religious services. The evening school has been sustained, as in years past, and the Sunday school has received a regular attendance.

The importance of a classification of the inmates of this and similar institutions is, to our minds, more and more apparent, with increased experience and observation, and we would emphasize the testimony of the many able advocates of that reform.

With the increase of vagrancy and crime, though followed by merited punishment, the question arises whether the moral and religious sentiment of the people is sufficiently alive to the subject. Could the class of persons who annually fill our prisons be brought within the influence of moral and religious truth, we might hope to stay the tide that is carrying so many down to ruin. The rescue and reform of this numerous class in our State, so sunk in ignorance and vice, most loudly appeal to every sentiment of Christian philanthropy.

JOSHUA E. CRANE,
J. WHITE BELCHER,
SEABURY W. BOWEN,
Inspectors.

BRIDGEWATER, September 30, 1875.

SUPERINTENDENT'S REPORT.

To the Inspectors of the State Workhouse.

GENTLEMEN :—The report of the State Workhouse for the year ending September 30, 1875, is respectfully submitted.

Number of inmates October 1, 1874,	.	.	.	.	375
Male prisoners,	.	.	.	.	119
Female prisoners,	.	.	.	.	188
State paupers,	.	.	.	.	62
Discharged prisoners,	.	.	.	.	6
				—	375

Admitted during the year,	.	.	.	.	.	567
Male prisoners.	.	.	.	.	.	259
Female prisoners,	.	.	.	.	.	197
Discharged prisoners,	.	.	.	.	.	34
Children committed with mothers,	.	.	.	.	.	28
“ “ by birth,	.	.	.	.	.	49
					—	567

Whole number supported in the workhouse during the year,	942
--	---	---	---	---	---	---	---	-----

Discharged during the year,	.	.	.	.	.	521
Prisoners—by expiration of sentence, pardon and elopement,	.	.	.	.	.	385
“ by death,	.	.	.	.	.	32
Paupers—discharged,	.	.	.	.	.	55
Discharged prisoners—discharged,	.	.	.	.	.	27
Paupers—died,	.	.	.	.	.	19
Discharged prisoners died,	.	.	.	.	.	3
					—	521

Remaining October 1, 1875,	421
Male prisoners,	165
Female prisoners,	184
Paupers,	64
Discharged prisoners,	9
	— 421
Largest number during the year,	518
Smallest “ “ “	377
Average “ “ “	435 $\frac{6}{8}$

EXPENDITURES.

From Oct. 1, 1874, to Jan. 1, 1875,	\$8,591 00
Received from treasurer for same period,	8,591 00
Leaving an unexpended balance of the appro- priation of 1874, of	3,514 99
Which by law reverted back to the treasury.	

From Jan. 1, 1875, to Oct. 1, 1875,	\$32,204 95
Received from the treasurer for same time,	32,204 95
Leaving an unexpended balance of the appro- priation for 1875, of	10,795 05
Which amount will probably be needed to meet the current expenses for the quarter ending Dec. 31, 1875.	

Total current expenses from Oct. 1, 1874, to Oct. 1, 1875,	\$40,795 95
Received from the treasurer for same time,	40,795 95
Cash receipts for labor, products, etc.,	\$1,483 99

The above sum of \$1,483.99 has been paid into the treasury,
agreeably to law.

WORKHOUSE AT BRIDGEWATER.

[Oct.

The current expenses for the year now closed, have been follows, viz. :—

aries of Inspectors,	\$320 00
of Physician and Consulting Physician,	700 00
of Chaplain,	200 00
of resident officers,	9,417 86
dry persons, incidental labor,	486 10
goods, bedding and furniture,	3,026 53
, coffee and chocolate,	929 01
ther, shoes and findings,	857 56
nsportation of merchandise,	706 53
cksmithing and carriage work,	99 20
lery, tin, crockery and other ware,	378 62
kets, brooms and brushes,	180 68
p and materials,	361 37
ps, salt, malt, vinegar and pepper,	168 68
ht,	341 14
licine and hospital supplies,	652 33
d and farm tools,	441 66
tionery, newspapers and post-office expenses,	221 33
thing,	251 40
acco, snuff and pipes,	552 33
nting and materials,	259 42
ie and cement,	110 25
airs and findings for sewing-machines,	71 87
“ “ for steam fixtures,	557 12
inary repairs,	68 92
cellaneous small goods,	181 49
7 and bedding for beds,	223 89
es, plants and gardening utensils,	122 15
350 pounds of feed,	227 33
31 barrels of crackers,	153 00
33½ tons of coal,	2,834 62
368 barrels of flour,	5,423 20
4 barrels of sweet potatoes,	16 25
58 barrels of corned beef,	767 50
364 bushels of grain,	854 62
394½ gallons of molasses,	1,166 94
370 pounds of meat (salt and fresh),	2,747 84
104 “ of fish,	361 13
147 “ of ham,	50 37
<i>Amount carried forward,</i>	<i>\$35,989 74</i>

<i>Amount brought forward,</i>	.	.	.	.	.	.	.	\$35,989 74
6,052 pounds of sugar,	.	.	.	.	.	.	.	599 99
387 " of butter,	.	.	.	.	.	.	.	159 22
456 " of cheese,	.	.	.	.	.	.	.	80 83
3,645 " of rice,	.	.	.	.	.	.	.	257 44
Raisins,	.	.	.	.	.	.	.	38 05
Mustard, starch and cream of tartar,	.	.	.	.	.	.	.	154 45
Dried apples,	.	.	.	.	.	.	.	21 28
Beans,	.	.	.	.	.	.	.	149 62
Fertilizers,	.	.	.	.	.	.	.	800 37
Onions,	.	.	.	.	.	.	.	2 15
Lumber,	.	.	.	.	.	.	.	889 28
Junk,	.	.	.	.	.	.	.	93 92
Nails,	.	.	.	.	.	.	.	48 42
Repairs on cells,	.	.	.	.	.	.	.	504 55
Live-stock,	.	.	.	.	.	.	.	593 50
Extraordinary expenses,	.	.	.	.	.	.	.	368 14
								<hr/>
								\$40,695 95

ASSETS.

Cash on hand,	.	.	.	.	.	.	.	None.
Bills payable and receivable,	.	.	.	.	.	.	.	None.

The following is a list of the products of the farm, dairy, piggery, henery, etc. :—

Hay,—including fodder, oats and aftermath,—tons,	.	.	.	.	.	.	.	110
Corn fodder, tons,	.	.	.	.	.	.	.	50
Oat straw, tons,	.	.	.	.	.	.	.	10
Turnips (all kinds), bushels,	.	.	.	.	.	.	.	500
Mangolds and beets, bushels,	.	.	.	.	.	.	.	2,000
Carrots, bushels,	.	.	.	.	.	.	.	600
Parsnips, bushels,	.	.	.	.	.	.	.	200
Beans, bushels,	.	.	.	.	.	.	.	30
Potatoes, bushels,	.	.	.	.	.	.	.	2,700
Sweet corn, bushels,	.	.	.	.	.	.	.	300
Oats, bushels,	.	.	.	.	.	.	.	200
Apples, bushels,	.	.	.	.	.	.	.	8
Cucumbers, bushels,	.	.	.	.	.	.	.	122
Onions, bushels,	.	.	.	.	.	.	.	150
Sage, bushel,	.	.	.	.	.	.	.	$\frac{1}{2}$
Tomatoes and peppers, bushels,	.	.	.	.	.	.	.	12 $\frac{1}{2}$
Pears, bushels,	.	.	.	.	.	.	.	6

Grapes, bushel,	1
Pease, bushels,	40
Melons, tons,	8½
Pumpkins, tons,	19
Squashes, pounds,	3,800
Cabbages, heads,	175
Strawberries, quarts,	70
Currants, quarts,	26
Rhubarb, pounds,	600
Asparagus, pounds,	100
Tobacco, pounds,	400
Rye straw, tons,	8
Mannre, loads,	2,500
Pork,—fattened and killed,—pounds,	9,155
Veal, “ “ “	220
Beef, “ “ “	4,000
Poultry, “ “ “	200
Butter, pounds,	1,350
Milk, quarts,	70,000

An appraisal of the real and personal property shows the following result :—

Live-stock,	\$5,998 50
Products of the farm,	14,179 20
Carriage and agricultural implements,	8,904 00
Mechanical tools and machinery,	19,515 20
Beds and bedding,	6,180 75
Other furniture and property,	4,808 35
Personal property, Superintendent's department,	4,754 92
Ready-made clothing,	5,565 21
Dry goods,	812 13
Provisions and groceries,	1,889 15
Fuel,	900 00
Library and books,	475 00
Drugs and medicines,	896 75
Total personal property,	\$67,854 21
 Buildings,	 \$120,170 00
Land,	21,800 00
Total real estate,	\$141,970 00
Total real and personal estate,	\$209,824 21

The total assets are somewhat in excess of those of former years, in consequence, probably, of the increase of the products of the farm, as well as the value of the land, twenty acres of which have been reclaimed during the past year.

The current expenses include, of necessity, many items not properly coming under that head, but which were paid out of the regular appropriation, that being the only fund available. Among those items are the following; viz., six brick cells, with iron doors and locks; six plank cells in the basement of the workshop; a double fence, sixteen feet high, on the north and west sides of the women's yard; a plank partition, new floor and floor joist for women's cell-room; a hard pine partition in men's hospital; new floors in sewing-room entry, nursery entry, middle nursery, the entry between third nursery and first hospital; new floors in the men's baggage-room entry, and in the entries above and below the same. The receipts for the labor of inmates, it will be seen, are less than last year. Two important reasons for this falling off in cash earnings are: first, great scarcity of work; second, a reduction of twenty-five per cent. in the price paid for the work we have been engaged in.

The current expenses for the year just closed are nearly \$6,000 less than during the year ending October 1, 1874, while the average number of inmates is higher by thirty-two. If the cash earnings and expense items, properly chargeable to account of extraordinary repairs, were deducted, the actual net weekly cost would be less than it has been for several years.

Before closing this Report, it seems to me important that we should briefly review the history of the institution, and note the circumstances of its transition from an almshouse to a penal institution.

Twenty-two years ago this institution was opened as a state almshouse, under the charge of Hon. L. L. Goodspeed, who remained its superintendent seventeen years. Paupers who had no legal settlements were sent here in large numbers by the cities and towns of this section of the State. In course of time it was found that many were receiving aid who were not entitled to it. Vagrancy had become systematized. Farming then, as now, was the chief employment.

On the approach of winter, when farming operations were suspended, there was usually a large influx of able-bodied vagrants, who came here to make a holiday of the winter. When spring came, and they were invited to the fields, they demanded and received their discharge, there being no legal power by which they could be detained. Says the Superintendent: "So bold and exacting had some of them become, that the omission to give them a kind invitation to return on the approach of the succeeding winter was considered a piece of ill-manners on the part of the offending officer."

In the hope of putting a stop to this evil, the legislature of 1858 passed an Act, by which the Superintendent had the power to contract for the employment of certain inmates; and if any inmate for whom such contract had been made should refuse to avail himself of the employment so offered, he should forfeit all claim to support as a state pauper. This law did not appear fully to meet the case.

There was another class of paupers who, by their own folly, crime and self-abuse, had become dependent. These were continually seeking admission to the almshouse, and, immediately upon their return to health, claimed their discharge. But they came again and again, with the same loathsome diseases of which they had formerly been cured, and were again and again discharged, only to pursue the same evil practices as before.

The Superintendent, and others interested in the subject, still continued to plead for a law by which the two classes of paupers above described might be retained a certain length of time, and thus be made "to contribute something towards defraying the expenses incurred for their benefit," believing, also, that a longer restraint would tend to wean them from their vices, and induce them to lead a better life.

In 1866 an Act was passed establishing a State Workhouse at the state pauper establishment at Bridgewater. In accordance with that Act, "any inmate of either of the state almshouses, who came within any of the descriptions of persons contained in section 28, chapter 165 of the General Statutes, might, on conviction thereof, before a trial justice or police court, be sentenced to the state workhouse for a term not less than six months nor more than three years."

The persons enumerated in that section are rogues and vagabonds, idle and dissolute persons, common drunkards, common night-walkers, and many others, whom it is not now important to specify. The section referred to is a part of that Act known as the "Pipers and Fiddlers' Act."

In 1869 and 1870 some changes were made in the law, so that not only inmates of the state almshouses, but also persons residing or sojourning in any city or town in the State, could, if convicted of any of the offences specified in the section before named, be sentenced to the State Workhouse. The time of sentence was also changed,—the minimum being three months, the maximum two years.

For several years subsequent to 1866 the institution nominally contained two departments,—one for the paupers and one for the convicts. The former, however, rapidly diminished, while the latter gradually increased. Finally, in May, 1872, the almshouse department was abolished, and the paupers removed to Tewksbury.

Since that time the institution has been a penal institution; yet, among those who give but little attention to the charitable and correctional institutions of the State, the impression widely prevails that this is still a pauper establishment. Some newspapers now and then refer to it as a state almshouse, and to its inmates as state paupers. We have labored under some disadvantages in consequence of this misnomer. Friends of inmates sometimes demand their release, and not unfrequently exhibit considerable indignation because their request is not complied with.

Although it is more than three years since the almshouse was discontinued, yet, within the past year, sick and disabled paupers have arrived here on the evening train with an almshouse permit from some overseer of the poor who has not yet heard of the change. Even many who are cognizant of the changes which the law has effected appear to be under the impression that none are committed here, except that mildest type of criminals commonly denominated "*Pauper Convicts*."

Probably a majority of the cases would come under this head; but besides this class, we have to-day, at the State Workhouse, representatives from the Westborough Reform School, the Lancaster Industrial School, Concord State Prison, Sing Sing, Blackwell's Island, each of the Massachusetts

lunatic asylums, and from every jail and house of correction in the Commonwealth.

We have therefore almost every grade of criminals, from the mild and inoffensive vagrants to the hardened culprits, who have graduated from the distinguished penitentiaries of the land. In a majority of these cases, the crime alleged to have been committed is vagrancy. This is a mild accusation, and one which is oftentimes not difficult of proof. But to indicate the looseness with which examinations are sometimes conducted, let me refer to one or two cases coming within my personal knowledge.

An inmate, after one year's imprisonment here, was discharged on expiration of sentence. In a little more than twenty-four hours thereafter he was back here again, on a sentence for vagrancy. The attention of the board of state charities was called to this case. He was pardoned and sent to New York. In about two weeks from the time of his second departure he was returned again as a vagrant; but his own story was, that this time he had set fire to a building and broken into a store.

In another instance, a man was sentenced here for vagrancy. The officer informed me that the prisoner had committed several larcenies, but it was thought best to take him as a vagrant instead of a thief, and give him two years at the State Workhouse. The question arises, If a person is guilty of larceny, is it not better that he should be tried for that offence, and sent where such cases belong? If an insane person is found lurking about the streets, why should he not be sent to an insane asylum, instead of being tried and convicted as a vagrant?

There is as remarkable a dissimilarity in the ages of the convicts as in their mental, moral and physical conditions. Of those admitted during the present year, fourteen were over seventy years of age, while forty-seven were under twenty. They arrive here in all stages of disease, both of mind and body. Others are physically well, but mentally diseased. There are still others who are well both in body and mind, but are too unsafe to be taken beyond the yards of the prison. No proper means having been provided for separation and classification, this heterogeneous and incongruous multitude mingle together in the yards when off duty, sleep in the same dormitories, and eat at the same tables. How to classify these

inmates, and keep them suitably and profitably employed, has been a question of much anxious study. I respectfully commend the subject to your careful consideration.

If it is the intention of the legislature, or of those whom the legislature has authorized to act in the premises, to allow the demented and insane to remain here, I respectfully urge that a building be erected, near to, but separate from, the main buildings, where they may be kept entirely separate from the other prisoners. They would be less subject to excitement, could be better cared for, and more easily controlled. The separation would probably be equally beneficial to the other convicts. The grading process, I think, should be continued, so as to separate, to some extent, those whose evil habits have become firmly established, from those in whom the principle of good is not quite extinguished.

During the past year religious services have been held in the chapel by our venerable and worthy Chaplain. His report, which has been placed before you, deserves, as it will receive, careful study. Rev. John A. Conlin has also held Catholic services. He visits the institution frequently, administering comfort to the sick, and all who desire to see him. He also gave an interesting lecture, in the chapel, on the "Life and Character of Father Mathew." The evening schools have been in operation most of the year, with occasional interruptions, however, occasioned by the absence or sickness of matrons. The Sunday school, under the charge of Mrs. Leonard, is open on Sunday afternoons for such as desire to attend. We are indebted to Mrs. H. F. Durant and Mr. Moses B. Sargent of Boston, Miss Lucy Robinson of Middleborough, and others, for numerous books, papers and cards for the use of the Sunday school.

The Physician's report furnishes important statistics pertaining to the hospital department.

The visits of the ladies of the Prison Commission deserve, as heretofore, grateful acknowledgment. I again return thanks to the officers and matrons for their faithful and efficient services, and to you, gentlemen, for your valuable suggestions and kind coöperation.

N. LEONARD, JR.

BRIDGEWATER, September 30, 1875.

OFFICERS' SALARIES.

Hon. John B. Hathaway (Inspector), 4½ months, . . .	\$60 00
Joshua E. Crane (Inspector), 1 year, . . .	160 00
Seabury W. Bowen, M. D. (Inspector), 7½ months, . . .	100 00
Edward Sawyer (Physician), 1 year, . . .	600 00
Calvin Pratt (Consulting Physician), 1 year, . . .	100 00
Ebenezer Gay (Chaplain), 1 year, . . .	200 00
N. Leonard, Jr. (Superintendent), 1 year, . . .	2,000 00
Wm. C. Howland (Assistant Superintendent), 1 year, . . .	800 00
John L. Hall (Head Farmer), 1 year, . . .	600 00
John W. Hannum (Engineer), 1 year, . . .	500 00
John L. Gifford (Overseer of Yards), 1 year, . . .	500 00
A. D. Grant (Assistant Farmer), 3 months, . . .	100 00
A. D. Grant (Watchman), 9 months, . . .	362 50
J. G. Reynolds (Assistant Farmer), 1 year, . . .	400 00
B. F. Risley (Assistant Farmer), 1 year, . . .	400 00
H. W. Redding (Assistant Farmer), 1 year, . . .	400 00
G. W. Wentworth (Assistant Farmer), 5½ months, . . .	184 00
William Gillespie (Hospital Steward), 1 year, . . .	400 00
Edward Ellis (Assistant Engineer), 5½ months, . . .	127 50
Daniel Leary (Assistant Steward), 1 year, . . .	216 00
Z. R. Ellis (Assistant Farmer), 3 months, . . .	100 00
E. B. Ellis (Watchman), 3 months, . . .	100 00
Mrs. P. J. Leonard (Chief Matron), 1 year, . . .	350 00
Mrs. S. D. Bowles (Assistant Matron), 1 year, . . .	300 00
Mrs. Martha Radcliff (Assistant Matron), 6 months, . . .	180 00
Mrs. E. J. Risley (Assistant Matron), 6 months, . . .	180 00
Miss Angie Dresser (Assistant Matron), 3 months, . . .	65 00
Miss Angie Dresser (Watchwoman), 9 months, . . .	216 86
Mrs. Clara Hayes (Assistant Matron), 1 year, . . .	221 00
Mrs. Maria Hannum (Assistant Matron), 10½ months, . . .	188 00
Miss Georgie A. Candage (Assistant Matron), 4 months 3 days, . . .	70 00
<i>Amount carried forward, . . .</i>	<u>\$10,080 86</u>

<i>Amount brought forward,</i>	\$10,080 86
Miss Georgie A. Candage, (Teacher), 6 months,	117 00
Miss M. J. Twombly, (Assistant Matron), 5½ months,	92 50
Mrs. E. B. Woodbury (Assistant Matron), 3 months 3½ weeks,	65 00
Mrs. M. B. Piper (Assistant Matron), 11½ weeks,	45 00
Miss Sophie W. Bowles (Teacher), 3 months,	60 00
Miss Eleanor Lawney (Teacher), 3 months 3 weeks,	64 00
Miss L. E. Jenks (Assistant Matron), 5 months 2 days,	101 00
Miss M. L. Hall (Assistant Matron), 3 weeks,	12 00
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	\$10,637 86

PHYSICIAN'S REPORT.

spectors of the State Workhouse at Bridgewater.

LEMEN :—The Twenty-Second Annual Hospital Report
ctfully submitted

SUMMARY.

of admissions,	.	.	.	.	.	860
of patients remaining,	.	.	.	.	.	64
of deaths,	.	.	.	.	.	53
discharged,	.	.	.	.	.	807

class of inmates who fill our hospitals, coming to us
l, many of them from birth, or acquired as the legit-
result of the life they have led, made worse by de-
nd drunkenness, enter the hospitals when they enter
itution. Some remain for most of the time a con-
re. Others are habitual frequenters of them, in some
s being discharged and readmitted as many as ten
uring the year, thus very much augmenting our num-
This has especially been the case during the past year.
pitals have at no time been crowded as in some former
et during the cold months more so than for the past
rs.

ig the year we have had a mild type of measles and
ia, the latter in a few cases accompanied by diph-
disease, which at one time threatened to prove very
ome, but care and attention to quarantine and sanitary
ons prevented the serious results which might other-
re followed. A severe type of ophthalmia also made
arance in our nurseries, but aided by that same watch-

ful care of our excellent Matron and her assistants over these little ones, which has called for our grateful notice in former reports, we were fortunate in preventing the disease from becoming general.

The mortality has been small for the past twelve months, during the first three of which we had but two deaths to record, and this, too, with a large increase in the number of cases treated.

Forty-eight living children have been born, none of whom were legitimate.

The order throughout the institution has been fully up to the standard of former years, and together with the constant, unwearied efforts of the Superintendent, Matron and other officers, not only to secure cleanliness, but to beautify our walls by pictures and appropriate mottoes, as well as by the presence of flowers throughout the building and court-yard, has made for the inmates a home such as many of them have never known, and such as it is hoped, after the sad lessons learned from past experience, will fill them with loathing for the haunts from whence they came, and a desire for a purer, better life in the future.

For further particulars you are referred to the accompanying tables.

In closing this Report I would return my heartfelt thanks to the Superintendent, Matron and officers of the institution for their uniform courtesy and assistance in the discharge of my duties.

I am, gentlemen, yours respectfully,

EDWARD SAWYER, M. D.,
Physician.

BRIDGEWATER, MASS., September 30, 1875.

TABLE NO. 1.

Showing the Number of Cases of Sickness in the State Workhouse at Bridgewater, from October 1, 1874, to September 30, 1875, with the Number for each Month, and the Names of the Principal Diseases; also the Average Number on the Sick-list for the Year and for each Month.

DISEASES.	Total.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Debility,	28	1	2	3	2	2	1	-	-	2	4	6	5
Febrile,	22	-	-	-	1	1	1	2	1	3	5	4	4
Parturition,	58	6	4	1	1	6	6	7	6	7	6	4	2
Rheumatism,	81	7	7	4	11	4	8	7	8	8	7	4	6
Other Diseases,	176	9	7	17	29	37	11	22	18	13	5	3	5
<i>Diseases of the Alimentary Canal.</i>													
Choleraic Diseases,	15	-	-	-	2	-	1	-	1	1	5	2	3
Diarrhoea,	42	1	-	2	1	-	-	1	5	1	9	16	6
.	20	3	2	-	1	-	-	-	-	-	1	7	6
.	28	1	3	2	4	1	4	-	-	1	3	2	2
.	50	4	7	5	1	4	5	6	-	6	2	5	5
.	18	-	1	4	5	3	-	1	3	1	-	-	-
<i>Diseases of Nervous Centres.</i>													
Alcoholismus,	18	2	1	2	4	2	-	-	3	-	2	-	2
Insanity,	2	-	-	-	-	-	-	-	1	1	-	-	-
Neuralgia,	61	5	5	8	4	1	2	4	6	6	3	2	5
Other Diseases,	13	-	-	2	4	2	3	-	1	-	-	1	-

<i>Diseases of Respiratory Organs.</i>					
Bronchitis,	20	1	1	1	4
Consumption,	21	1	2	8	1
Pleurisy,	2	-	-	-	1
Other Diseases,	17	2	1	8	1
<i>Diseases of the Skin.</i>					
Erysipelas,	8	1	-	1	2
Measles,	6	-	-	-	-
Scarlatina,	7	-	-	7	-
Other Diseases,	6	-	2	1	-
<i>Surgical Diseases.</i>					
Fractures,	4	-	-	-	1
Ophthalmia,	11	2	5	-	1
Ulcers,	17	2	1	1	3
Veneraeal,	72	3	8	9	2
Other Diseases,	51	2	6	2	12
Totals,	860	53	96	95	70
Average number on the sick-list,	77	63	85	120	93

TABLE No. 2.

Showing the Causes of Death, the Whole Number, the Sex, the Mental Condition, the Number in each Month, and the Ages of those who have Died in the State Workhouse at Bridgewater, from October 1, 1874, to September 30, 1875; also the Whole Number since the opening of the Institution.

DISEASES OR CAUSES OF DEATH.	Totals.	Males.	Females.	INSANE.			October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Under 1.	1 to 2.	2 to 5.	5 to 10.	10 to 20.	20 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	70 to 80.	Over 80.	
				Males.	Females.	Total.																									
Brain Diseases, . . .	2	2	—	2	—	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Bright's Disease, . . .	1	1	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	
Bronchitis, Chronic, . . .	3	1	2	—	—	—	—	—	—	—	1	—	—	—	1	—	—	1	1	1	1	1	1	1	1	1	1	1	1	1	
Cholera Infantum, . . .	2	1	1	—	—	—	—	—	—	1	—	—	—	—	1	—	—	—	—	1	1	1	1	1	1	1	1	1	1	1	
Consumption, . . .	9	6	3	—	—	—	—	—	1	1	—	1	—	2	—	—	1	1	3	—	—	—	—	4	1	2	1	1	1	1	1
Convulsions, . . .	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	
Dysentery, . . .	4	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	3	1	—	—	—	—	—	—	1	2	1	1	1	1	
Marasmus, . . .	5	3	2	—	—	—	—	—	2	2	—	—	—	2	1	—	—	—	—	4	—	—	—	—	—	—	—	1	1	1	1
Meningitis, . . .	4	2	2	—	—	—	—	—	—	1	3	—	—	—	—	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—
Paralysis, . . .	2	1	1	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	1	1	1	1	1	1	

TABLE NO. 3.

Showing the Number of Births in the State Workhouse at Bridgewater, during each Month, from October 1, 1874, to September 30, 1875, with a Statement of the Sex, and whether Illegitimate, Twins or Still-Born; also the Birthplace of the Mothers, and the Whole Number since the opening of the Institution.

MONTHS.	Total.	Males.	Females.	ILLEGITIMATE.			Twins.	Still-Born.	BIRTHPLACE OF MOTHERS.				
				Males.	Females.	Total.			United States.	Ireland.	England.	British Prov- inces.	Other Coun- tries.
October, .	5	2	3	2	3	5	-	1	1	2	1	1	-
November, .	3	3	-	3	-	3	-	1	1	1	-	1	-
December, .	1	-	1	-	1	1	-	-	1	-	-	-	-
January, .	1	-	1	-	1	1	-	-	-	-	1	-	-
February, .	6	2	4	2	4	6	-	2	1	3	2	1	-
March, .	6	2	4	2	4	6	-	-	1	2	2	1	-
April, .	5	4	1	4	1	5	-	2	1	3	1	-	-
May, .	5	1	4	1	4	5	-	1	2	2	-	1	-
June, .	6	4	2	4	2	6	-	1	1	4	-	1	-
July, .	4	1	3	1	3	4	-	2	-	3	1	-	-
August, .	4	2	2	2	2	4	-	-	3	1	-	-	-
September, .	2	1	1	1	1	2	-	-	1	-	-	1	-
Total, .	48	22	26	22	26	48	-	10	13	21	7	8	-

Whole number since the opening of the institution, . . . 1,019

CHAPLAIN'S REPORT.

To the Inspectors of the State Workhouse in Bridgewater, Mass.

GENTLEMEN :—Nothing has occurred in this institution, in my department, the past year, worthy of special notice. There has been the same regular and orderly attendance of the inmates on the services of the chapel as mentioned in former reports. Indeed, nothing less could be expected under the wise, firm and humane management of your Superintendent and his assistants. The attention given to the religious service in the chapel has been the subject of remark by all who have witnessed the exercises. A curtain has been drawn through the centre of the room, which effectually prevents all interview between the sexes, but does not interfere with the speaker's seeing them all, so that they are as completely separated as though they were in separate buildings, miles apart.

I cannot report any thorough conversions or reformatations among the prisoners, though strong hopes are entertained that the seed of divine truth has fallen upon some ground that will in time show that our labors have not been altogether in vain. Indeed, such is the condition and character of the greater portion of the assembly, that immediate and effectual good can hardly be expected. Some of them are imbecile from childhood, and others, by a course of sin, have made themselves such, both in body and mind. It requires patience, forbearance and perseverance to restore the power of conscience, which has been defiled by indulgence in vice. Many of them have spent the greater part of their lives without religious instruction; many of them were wholly neglected in early life, and never had the tuition and restraints of parental care, and, falling into the snares of the tempter, have become

callous to all spiritual impressions. Still there is hope so long as there is life, and while reason remains, and therefore we labor on. And since it is the acknowledgment of wise statesmen, that religious and moral instruction forms the basis of civil society, we see the propriety of maintaining Christian teaching in all our penal and disciplinary institutions.

Although the penal code of law in this Commonwealth may be as perfect as any code in the world, may there not be occasion for revision and improvement? A more thorough classification of criminals seems desirable. Those naturally imbecile ought not to be subject to the same punishment as the wilful and deliberate transgressor. Neither should the partially insane be classed with old, habitual, conscious offenders. Whilst we rejoice that, under the spirit and teachings of Christianity, the ancient severity of our laws has passed away, may there not be occasion to fear that clemency is exceeding her lawful bounds? Many at the present day are pleading for mildness and forbearance towards the transgressor of righteous law; yet the complaint is constantly assailing our ears, that crime is increasing in our own and other lands. Harshness, undue severity, cruelty, beating and bruising of the body, are not reasonable punishments. It may be that our laws are sufficiently stringent; but the want of a prompt and thorough execution of their penalties will encourage the disobedient and vile transgressor. If the law is not enforced, it is of no use, and if its execution be delayed, or but partially performed, crime must be expected to increase. Sympathy for the stubborn, impenitent transgressor is altogether misplaced, except for his wilful disobedience. Let him feel the rod, and bow down in true penitence, and then we will endeavor to lift him up. "To this man will I look (says Jehovah), to him that is of a humble and contrite spirit, and who trembles at my word."

It is also an open question, whether the frequent pardons of the present day have not a tendency to encourage the work of evil-doers? Some pardons are undoubtedly wise and salutary; but when they become frequent, and are granted for insufficient reasons, will they not tend to encourage, rather than diminish, the commission of crime? If the laws are too severe, alter them; but let transgressors feel the just demerits

of their sins, and not have the opportunity of repeating and continuing their iniquities, with the expectation of being pardoned and released from prison upon a mere confession and temporary sorrow.

With due respect to your supervision, yours, etc.,

EBENEZER GAY,

Chaplain of the State Workhouse, Bridgewater, Mass.

BRIDGEWATER, September 30, 1875.

TWENTY-SECOND ANNUAL REPORT

OF

THE INSPECTORS

OF THE

STATE PRIMARY SCHOOL

AT

M O N S O N .

OCTOBER, 1875.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).

1876.

Commonwealth of Massachusetts.

INSPECTORS' REPORT.

To His Excellency the Governor and the Honorable Council.

Agreeably to the laws of the Commonwealth, we present our Twenty-Second Annual Report, or third of the full years of the State Primary School.

The number of persons supported in the institution has been increasing for several years, as will be seen by the following tables :—

Number of persons in the institution,—

October	1, 1872,	.	.	.	.	.	.	398
"	1, 1873,	.	.	.	.	.	.	453
"	1, 1874,	.	.	.	.	.	.	493
"	1, 1875,	.	.	.	.	.	.	512

Average number of persons supported in the institution,—

For the year ending October	1, 1872,	.	.	.	.	431
"	"	"	"	1, 1873,	.	424
"	"	"	"	1, 1874,	.	481
"	"	"	"	1, 1875,	.	496

Number of children sent to the institution by the courts,—

For the year ending October	1, 1873,	.	.	.	.	71
"	"	"	"	1, 1874,	.	61
"	"	"	"	1, 1875,	.	33

Number of children placed out in families on trial,—

For the year ending October	1, 1873,	.	.	.	.	138
"	"	"	"	1, 1874,	.	125
"	"	"	"	1, 1875,	.	152

Number of children returned from places,—

For the year ending October 1, 1873,	41
“ “ “ “ 1, 1874,	45
“ “ “ “ 1, 1875,	52

Number of deaths in the institution,—

For the year ending October 1, 1873,	6
“ “ “ “ 1, 1874,	18
“ “ “ “ 1, 1875,	23

It will also be seen that the number of children sent here by the courts has decreased for the last two years, while the number of children placed in families the last year has been greater than during either of the two previous years. We have granted every facility, and aided, so far as was in our power, those who have the placing out of the children more particularly in charge, in the accomplishment of their work; believing, as we do, that it is far better for the children to be in good homes, with home and family influences, than in the institution; and we are not of those who believe that it is wise to retain the best children here for the sake of the influence they might have upon the more evil-disposed, for in time the result might be the reverse of this, and the good become contaminated; nor would we consider it just to good children to be thus retained.

This institution has done, and is still doing, a good work, and in our judgment fails to accomplish all that it ought. It is the opinion of this Board that this school was and is designed to care in the best way for the unfortunate children under its charge in every respect,—physically, intellectually and spiritually; if physically impaired in any way, to restore them to healthful vigor, if possible, by the employment of the best medical skill, that they may not come to manhood or womanhood sufferers for life, burdens to themselves, or to the State; always dependent upon the State for support; to study and train their intellectual faculties so carefully that they may be able to think for themselves, to understand somewhat while living the true idea of justice, of self-control, of truth and duty; to have their tastes cultivated, so that they shall not

grow up mere machines, liable to become the tools of others' caprice and evil designs, but rather be a value to themselves, to the community where their lot may be cast, and the State; and above all, to have careful spiritual training, since so many connected with the school are of that age when the mind is most impressible; when truth, thoroughly instilled, may ever abide with them, and thus prove a stumbling-block in the way of their embracing error, or any of the superstitions of the day. But how can children, with all the new developments of disease, be properly treated unless constant care is exercised by the physician to keep himself informed as to the varied forms in which it manifests itself, the methods of treatment, and the new and improved ways of treating old diseases; or how can the intellect be stimulated and trained unless facilities are afforded to those having this work in charge for increasing their own knowledge of "ways and means," or unless some stimulus comes from the highest official, either by his own enthusiasm or sympathy expressed when discouragement comes, or by friendly suggestions given in a way to make all feel that, while they are associated together, they are of one family, and equally interested in the same work; or whence shall a child gain its idea of reverence to God and love to man unless he lives in an atmosphere of sympathy and love emanating from those highest in authority?

The Superintendent's report, accompanying our own, gives a financial statement of the institution, and an account of what has transpired in the Physician's department.

Owing to the depression in business, the Superintendent has not been able to obtain work for the boys in the chair-shop to the extent we would have liked.

Less attention has been given to printing within the last few months than previously.

The school has been managed generally with economy, and the officers mostly have been efficient and faithful. On the first of May last, the Rev. Charles F. Foster, who had been the chaplain of the institution and principal of the school, as well as assistant superintendent, for several years, closed his labors here. The institution lost a most excellent officer; he was beloved by the children as well as

by the teachers and subordinate officers, and was peculiarly fitted for his position,—the training of the children ; his interest in them was great, and they went to him for advice and counsel as a child goes to a loving parent ; the success of the school in the past was largely owing to his connection with it. Since Mr. Foster left, the institution has been without a resident chaplain, which we consider most unfortunate, having to depend upon the neighboring village of Palmer for one, who conducts one service upon the Sabbath. We feel that it would be for the best interests of the four to five hundred children here, who are from three to sixteen years of age, to have a religious teacher. Mr. Julius C. Tibbetts succeeded Mr. Foster as principal of the school, and, though he has been here a comparatively short time, he has made some improvements in the management of the children ; the discipline is good, and he has conducted the school satisfactorily to the Inspectors. The teachers generally have been competent and faithful. The ventilation of the school-rooms is quite defective, and will remain so until better provisions for that purpose are introduced. For farther particulars relative to the details of the school, we refer you to the report of Mr. Tibbetts, which follows.

The farm is in a high state of cultivation ; it yields a large amount of products, is well stocked, and gives evidence everywhere that the Superintendent has engaged heartily and with all his energy in this work ; which is also seen in the care and improvement of the grounds and buildings ; and we would not wish for any diminution of the necessary labor to be performed, to make everything convenient, tidy and attractive ; but we feel that the *farm* should ever be regarded as *secondary* in importance to the improving and training of the children. The products of the farm now on hand, as appraised by the Hon. George S. Taylor of Chicopee and William H. H. Wooster, Esq., of Springfield, amount to \$8,473.48. A small barn has been built, and the chair-shop raised and a basement put underneath.

The Superintendent, in his report, which accompanies our own, gives a more detailed account of what has been done on the farm, and in and about the buildings and yard.

We recommend the purchase by the State of some five or

six acres of land, if it can be obtained at a reasonable price. Without farther comment, we copy from the report of last year of the Superintendent, having reference in part to this land :—

“The roads so intersect it, that it must be passed by all having communication with the institution. On it, at the present time, is a tumbled-down saw-mill and dilapidated shanty, with such surroundings as usually accompany such fixtures. Most people suppose, from their proximity, right in our face and eyes, that they belong to the State, and wonder why these nuisances are not abated, and the land not beautified and improved like the rest of the farm. Applications are now made for the purchase of parcels of this land, for the purpose of increasing these nuisances, and enlarging a settlement, by whose increase the products of the neighboring graperies and orchards, melon-patches and henneries, will diminish in a geometrical ratio.”

OFFICERS AND THEIR SALARIES.

Horace P. Wakefield, Superintendent,	\$1,800 00
Julius C. Tibbetts, Ass't Superintendent and Principal,	1,000 00
John N. Lacey, Engineer,	1,200 00
Donald C. McCrimmon, Baker,	626 00
George H. Fisherick, Farmer,	600 00
Sumner A. Andrews, Supervisor,	550 00
Uriah Manning, Assistant,	360 00
Henry A. Bailey, Watchman,	360 00
George W. Keyes, Teamster,	360 00
James Skevington, Assistant Engineer,	360 00
J. Michael Sisk, Driver,	360 00
Bradford M. Fullerton, Chaplain,	260 00
Climena Wakefield, Clerk,	500 00
Mary B. Wakefield, Matron,	300 00
Jane A. Keeler, Assistant Matron,	250 00
Asenath Hadley, Nurse,	250 00
Mary Andrews, Assistant,	250 00
Catherine McConnell, Seamstress,	250 00
M. Lina Goodell, Teacher,	250 00
Ellen A. Hyde, Teacher,	250 00
Harriette E. Darte, Teacher,	250 00
Eugenia M. Fullington, Teacher,	250 00
Mary E. Duncan, Teacher,	250 00
Laura A. Belding, Teacher,	250 00
Alice W. Emerson, Teacher,	250 00

Inspectors.

Lewis N. Gilbert,	\$160 00
E. V. B. Holcomb,	160 00
S. D. Brooks,	160 00

INVENTORY OF 1875.

[Taken by GEORGE S. TAYLOR, of Chicopee, and WILLIAM H. H. WOOSTER, of Springfield.]

Land,	\$22,220 48	
• Buildings,	90,580 00	
	<hr/>	\$112,800 48
Heating, water and gas apparatus,	\$17,500 00	
Carriages and agricultural implements,	2,991 53	
Products of farm,	8,473 48	
Drugs, medicines, etc.,	469 15	
Live-stock,	6,986 00	
Mechanical tools and machinery,	9,470 05	
Coal,	3,865 68	
Dry goods, etc.,	1,249 49	
Clothing, shoes, etc.,	5,565 78	
Bedding, inmates' department,	5,054 40	
Personal property, inmates' department,	4,015 12	
“ “ Superintendent's dep't,	5,576 84	
Groceries and provisions,	1,563 53	
	<hr/>	72,781 05
Total real and personal estate,		\$185,581 48

LEWIS N. GILBERT,
E. V. B. HOLCOMB,
S. D. BROOKS,

Inspectors.

SUPERINTENDENT'S REPORT.

To the Inspectors of the State Primary School.

GENTLEMEN :—The undersigned, Superintendent of the State Primary School, would submit his Annual Report, October 1, as required by the rules and regulations of the institution.

RECEIPTS.

Cash received from the unexpended appropriation of 1874,	\$12,265 02
Cash received from annual appropriation of 1875,	31,238 56
Cash received from special appropriation for alterations and repairs,	901 00
	<hr/>
Receipts from all appropriations,	\$44,404 58
Receipts from all other sources,	1,711 40
	<hr/>
Total receipts,	\$46,115 98

EXPENDITURES.

Salaries,	\$12,836 36
Provisions,	12,291 86
Other expenses,	18,875 36
	<hr/>
Total current expenditures,	\$43,503 58
Cash paid from special appropriation for alterations and repairs,	901 00
	<hr/>
Total expenditures,	\$44,404 58
Cash paid into state treasury,	1,711 40
Total cash payments,	<hr/> \$46,115 98

The number of persons in the institution, Oct. 1,
1874, was

In State Primary School proper,	423
For support and temporary custody,	70

Total admissions during the year ending Sept. 30,
1875,

Transferred from Tewksbury,	196
---------------------------------------	-----

Man,	1
----------------	---

Women,	24
------------------	----

Boys,	111
-----------------	-----

Girls,	60
------------------	----

Sent by courts,	33
---------------------------	----

Boys,	31
-----------------	----

Girls,	2
------------------	---

Returned from places,	52
---------------------------------	----

Boys,	33
-----------------	----

Girls,	19
------------------	----

Births,	4
-------------------	---

Boys,	2
-----------------	---

Girls,	2
------------------	---

Truants,	3
--------------------	---

Boys,	3
-----------------	---

Returned after elopement,	3
-------------------------------------	---

Boys,	3
-----------------	---

Returned from Eye and Ear Infirmary,	1
--	---

Boy,	1
----------------	---

Total number of persons in the institution during
the year ending Sept. 30, 1875,

Total discharges during the year ending Sept. 30,
1875,

Placed on trial,	152
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Boys,	100
-----------------	-----

Girls,	52
------------------	----

Discharged by Board of State Charities,	79
---	----

Women,	12
------------------	----

Boys,	49
-----------------	----

Girls,	18
------------------	----

Deserted,	8
---------------------	---

Man,	1
----------------	---

Boys,	7
-----------------	---

Died,	23
-----------------	----

Males,	15
------------------	----

Females,	8
--------------------	---

Transferred to Tewksbury,	3	
Woman,	1	
Boys,	2	
Transferred to Westborough,	4	
Boys,	4	
Transferred to Lancaster,	1	
Girl,	1	
Discharged by expiration of sentence,	1	
Boy,	1	
Sent to Massachusetts Hospital,	1	
Boy,	1	
Sent to Eye and Ear Infirmary,	1	
Boy,	1	
Total number of persons remaining in the institu- tion, Oct. 1, 1875,		512
In State Primary School proper,	436	
Boys,	322	
Girls,	114	
For support,	75	
Men,	4	
Women,	46	
Boys,	12	
Girls,	13	
For temporary custody,	1	
Boy,	1	
Children from the State Almshouse, placed out by Visiting Agent,		92
Boys,	50	
Girls,	42	
Number of these children who have returned,	20	
Boys,	11	
Girls,	9	
Children from the State Almshouse, placed out by the Board of State Charities,		3
Boy,	1	
Girls,	2	
Children from the Courts, placed out by Visiting Agent,		51
Boys,	43	
Girls,	8	
Number of these children who have returned,	5	
Boys,	5	

Children from the Courts, placed out by the Board of State Charities,	6
Boys,	6
Number of these children who have returned,	1
Boy,	1
Children placed out during the year,	152
Number of these who have returned,	26
Remaining in places, Oct. 1, 1875,	126
Boys,	83
Girls,	43
Number of indentures executed for the 95 children from the State Almshouse, placed out during the year ending Sept. 30, 1875,	7
Boy,	1
Girls,	6
Whole number of indentures executed during the year ending Sept. 30, 1875,	15
Boys,	5
Girls,	10
Average number supported in the institution during the year ending Sept. 30, 1875,	496
Average cost per week for each person,	\$1.69
Deducting \$1,711.40 (the amount paid into the state treasury) from the current expenditures, \$43,503.58, it will leave the cost, per week, for each inmate of the institution,	\$1.62

Of the amount of the special appropriation (\$901) unexpended at the time of submitting the last report, \$234.40 has been expended in putting in about three hundred feet of 3-inch cement-pipe, to supply two new hydrants; \$358.32 in material for the new barn, fifty feet by thirty-three; and \$308.28 in raising the chair-shop, and constructing another story under the same.

Some of the minor improvements made during the year are Sweet's baker, set in the kitchen; new iron tanks, placed in the boys' and girls' yards; and a brick tunnel constructed from the boiler-house to the main building, inclosing the pipes carrying the steam from, and returning the water to

the boilers, for better protection of them from radiation, and, in case of accident, enabling us to repair them without delay in digging them up through the frozen ground, and exposing all the inmates, with no means of warming, to the rigor of a New England winter.

The whole number of chairs seated during the year is 11,599. For this work, \$571.47 has been paid over to the state treasurer, while the boys have received \$98.52. The work of chair manufacturing, like most other kinds of business, has been depressed; prices for filling seats have been growing small and beautifully less, and it has been impossible to obtain sufficient work at any price.

There have been received into the Primary School during the year, as truants, three boys, who are now here; and one has been discharged by expiration of sentence. There has been received from the towns and city sending these children, the sum of \$137.14, and there is due this day the additional sum of \$83.15.

In October and November we had an epidemic of scarlatina, and many of the cases were severe, though but few were of the malignant type. We have had isolated cases of these diseases during the last seven years, but this was the first epidemic. In February and March, another epidemic of typhoid pneumonia, prevailing in many parts of the State, visited us, and many cases were of grave character. The whole number admitted to the hospital during the year was 603; the average number in the hospital, 36.

The number of deaths was 23—males, 15; females, 8. One died of each of the following diseases: Convulsions, congestion of lungs, gangrene, collapse, scrofula, meningitis, disease of heart, cholera morbus, and paralysis. Two died of scarlatina, and three each of typhoid pneumonia, disease of spine, influenza, and phthisis.

The crops of the farm are above the average. The product of milk exceeds that of last year by more than sixteen tons. The crop of hay is larger than in any previous year, except the last. This crop was curtailed by the excessive drought in the month of May. The value of the products of the farm inventoried, together with that of the products sold and consumed, reckoned at the same prices as those inventoried,

exceeds the sum of \$16,000, while the expense in carrying on the same varies but little from that of last year.

The schools are in good condition, and a majority of the teachers and officers are efficient, and make laudable efforts to discharge their duties faithfully. The children are healthy and happy, are under better discipline, more even and decided training, move with greater precision, evince more method in their round of duties, in school, in play and in work, than in terms gone by, and give evidence of physical, musical, intellectual and moral progress.

The *morale* of the inmates, adults and children is improving, and the institution runs with less friction within itself than at any former period since my connection with it.

HORACE P. WAKEFIELD.

STATE PRIMARY SCHOOL, Oct. 1, 1875.

DETAILED ACCOUNT OF CURRENT EXPENDITURES.

Beans, 111 bushels, and pease, 38 bushels,	\$313 75
Books, newspapers, postage and stationery,	418 67
Bricks, cement and lime,	219 85
Carriages and harnesses,	63 80
Clothing,	2,773 58
Coal, 459 tons,	3,490 88
Coffee, 3,492 lbs., and tea, 479 lbs.,	613 18
Corn, 1,244 bushels, and oats, 147 bushels,	1,294 82
Crockery, glass, tin and wooden ware,	240 61
Feed, 3,790 lbs., and meal, 37,538 lbs.,	633 27
Fertilizers,	146 41
Fish, 16,625 lbs.,	659 15
Flour, 716 bbls.,	4,424 25
Furniture, beds and bedding,	1,679 40
Gasoline, 44 bbls.,	420 31
Groceries,	619 21
Hardware,	370 53
Improvements,	730 92
Labor,	1,427 62
Lumber,	309 85
Mason-work,	564 37
Meats, 31,432 lbs.,	1,903 19
Medicines,	114 58
Miscellaneous,	269 34
Molasses, 2,372 gallons, and sugar, 4,456 lbs.,	1,588 44
Pasturage,	125 00
Repairs,	983 60
Rice, 3,148 lbs.,	242 60
Salaries,	12,336 36
Salaries of Inspectors,	434 90
<i>Amount carried forward,</i>	<u>\$39,412 44</u>

<i>Amount brought forward,</i>	.	.	.	.	.	\$39,412 44
Shoes, leather and repairs,	.	.	.	.	.	1,866 14
Smith-work and stock,	.	.	.	.	.	182 01
Soap and stock,	.	.	.	.	.	165 27
Straw, 23 tons,	.	.	.	.	.	398 92
Tailoring,	.	.	.	.	.	330 00
Taking inventory,	.	.	.	.	.	100 00
Tools, agricultural and mechanical,	.	.	.	.	.	199 47
Transportation of freight and passengers,	.	.	.	.	.	766 33
Watching,	.	.	.	.	.	83 00
						<hr/>
						\$43,503 58

PRODUCTS OF THE FARM.

137½	tons	English hay.	113	bushels	apples.
42	“	rowen.	3	“	pears.
3	“	Hungarian grass.	1½	“	quinces.
9½	“	corn-fodder.	3,300	pounds	winter squashes.
20	“	green fodder.	2,700	“	summer squashes.
106½	“	milk.	1,105	“	watermelons.
1,357	heads of	cabbage.	1,628	“	muskmelons.
1,600	bushels	mangolds.	300	“	rhubarb.
600	“	carrots.	5,211	“	beef.
775	“	English turnips.	11,133	“	pork.
300	“	ruta-bagas.	256	“	veal.
63	“	beets.	44	“	lamb.
50	“	parsnips.	178	“	hides and skins.
83	“	onions.	96¾	“	wool.
1,362	“	potatoes.	45	cords	wood.
46	“	cucumbers.	341	“	manure.
56	“	tomatoes.	3,000	feet	lumber.
55	“	sweet-corn ears.	77	pigs.	
25	“	beans in pods.	29	calves.	
22	“	pease in pods.	11	lambs.	

PRINCIPAL'S REPORT.

To the Inspectors of the State Primary School.

GENTLEMEN :—I respectfully submit for your consideration my Report for the year ending September 30, 1875.

No very important change in the general management of the school has been made, and, as my connection with the same has been only for a short period, no extended remarks or suggestions on my part seem to be called for.

The whole number of children in the school during the year									
has been	.	.	.	.	.	.	.	.	679
The largest number at any one time was	.	.	.	.	.	.	.	.	418
The smallest number at any one time was	.	.	.	.	.	.	.	.	365
Average attendance,	.	.	.	.	.	.	.	.	413

The schools are seven in number, arranged and classified as follows :—

No. 1, in charge of Miss M. Lina Goodell, contains sixty-five boys, in two divisions, alternating (when there is work) between the school-room and chair-shop.

The average age is thirteen years. This has been a mixed school until the present term; but the number of large girls having been somewhat reduced, it was deemed expedient to transfer those remaining in this room to No. 5, thus leaving the two upper schools entirely for boys.

The books used are Edwards' Fourth Reader, Worcester's Progressive Speller, Cornell's Grammar School and Monteith's Manual of Geography, Green's Introduction to Grammar, Eaton's Intellectual and Common School Arithmetic. The whole school devotes one hour each day to writing, while lessons in map-drawing are given once or twice each week.

No. 2 is in charge of Miss Ellen A. Hyde, who entered upon duty May 1. In this room there are sixty-nine boys, divided for study and work as in No. 1. The average age is eleven years.

The books used are Edwards' Intermediate Reader, Colton's Intellectual Arithmetic; also Cornell's Primary Geography, which has been introduced this term. All are drilled, each day, in writing and the multiplication-table, a thorough knowledge of the latter being required before promotion. Writing with ink has not been taught before the present term in this school, I believe; and for want of desk-room in No. 1—where the writing-school was held four evenings in each week—but seventeen boys from this school had ever received instruction. All are now provided with suitable writing-books, pens and ink, and practise thirty minutes each session. The children manifest considerable interest in writing, and I am happy to say the improvement is quite marked.

No. 3 is in charge of Mrs. Harriette E. Darte, and contains fifty-seven boys, the average age being ten years. The studies pursued are reading (Edwards' Third Reader is used), writing, spelling, multiplication-table, and various slate and oral exercises.

These boys have attended school five hours a day through the summer, instead of working half of that time as they have formerly done. We have had but little to do in the chair-seating line, and the boys from the shop could conveniently be spared to perform the required amount of work upon the farm; it was therefore thought best to keep this school in all day. In this way they have had an advantage over the pupils of the two higher schools, and they appear to have made good use of their time, and profited by the excellent training received from their teacher.

No. 4 is in charge of Miss Eugenia M. Fullington, and contains seventy-three boys, of an average age of nine years.

This is the lowest class in the boys' department, and is much more difficult to grade than either of the other schools, owing to the fact that the majority of boys received into the institution enter this school, regardless of age or size, their attainments not being sufficient to admit them to either of the higher schools.

The books used are Edwards' First and Second Readers. A part of the boys are practised daily in the multiplication-table, oral exercises in mental arithmetic, and about half of the school is learning to write.

Miss Fullington has been, until the present term, the teacher of penmanship to the two upper schools; but as it was decided that this branch should be taught in the several schools, her services in that capacity were no longer required.

No. 5 is in charge of Miss Mary E. Duncan, who succeeded Mrs. Alice Emerson August 22. The school under her management was very prosperous, and her loss was much felt and regretted. The present teacher has had large experience, and we think the indications are that the school has been fortunate in securing her services.

There are forty-five girls in this room, their average age being eleven years.

The books used are Edwards' Third and Fourth Readers, Cornell's Primary and Grammar School Geography, Colton's Intellectual and Eaton's Common School Arithmetic. Each scholar is practised daily in writing.

No. 6 has also undergone a change of teachers. Miss Lindsey resigned July 2, and was succeeded by Miss Laura J. Belding.

There are twenty-three girls and thirty-one boys in this room, their average age being eight years.

The books used are Edwards' First, Second and Third Readers. A part write and study the multiplication-table daily. The teacher, aside from her regular school duty, practises the children of all the schools one hour each day in singing. They have learned several pieces under her direction, and sing them in a manner alike creditable to themselves and their instructor.

No. 7 has been without any regular teacher a large part of the time since the resignation of Miss Hadley, which took place June 14.

Mrs. Emerson has recently returned and taken charge of this school. It contains thirty-six boys and thirty-seven girls. The average age is five years.

But little is attempted beyond the alphabet in this room.

Miss Goodell has had charge of the choir, and played for the Sunday services and daily devotional exercises.

A Sabbath school has been held in the several schools under the direction of the teachers. We have had Sunday-school concerts as often as practicable, which have been both interesting and profitable.

The school has run smoothly during my connection with it. Most of the teachers have labored faithfully, and the pupils under their charge have made commendable progress in their studies. The discipline has been easy, and kept up to the standard with but little friction.

The boys, out of school, have been under the immediate care of Mr. Sumner A. Andrews, who, for the manner in which he has discharged all his duties, is deserving of great credit.

The Superintendent, Dr. Wakefield, has kept us well supplied with books, and has placed at my disposal every facility for the successful management of the school department.

In conclusion, accept my thanks for the kindness and courtesy I have received from the members of your Board.

JULIUS C. TIBBETTS.

TWENTY-SECOND ANNUAL REPORT

OF

THE INSPECTORS

OF THE

STATE ALMSHOUSE

AT

TEWKSBURY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILE STREET (CORNER OF FEDERAL).
1876.

Commonwealth of Massachusetts.

INSPECTORS' REPORT.

To His Excellency the Governor and the Honorable Council.

The Inspectors of the State Almshouse at Tewksbury respectfully present their Twenty-second Annual Report.

The reports of the Superintendent and Physician, which accompany this, present the statistics of the institution in detail, giving full information as to the number and character of the inmates for the past year, and their sanitary condition, and of the expenses of the institution and of the produce of the farm.

The average weekly number of inmates has been 844, forty-one less than for last year. The average weekly cost of their support has been \$2.18, against \$2 for 1874. This increased cost is mainly due to the more liberal provision for attendance on the sick, and in supplying their wants.

At the last session of the legislature, a special appropriation of \$2,600 was made, to provide for the erection of a building to be used by the men as a keeping-room, and of \$2,700 for increasing and improving the cooking apparatus. Under this authority we have put up a brick building for the purpose first mentioned. This gives two large, cheerful and airy sitting-rooms, with all needed conveniences connected with them. It was expected, at the time our estimates were presented to the legislature, to erect a wooden building, but, upon reflection, we thought better to build with brick, both as a matter of taste, having regard to its harmony of appear-

ance with the other buildings, and as consulting true economy in the increased stability and permanence in the structure, although at the risk of slightly exceeding the appropriation. This building is now completed, and nearly ready for occupancy.

The sum granted for cooking apparatus has been used for that purpose, and the result is that we now have this apparatus ample in capacity and variety for the needs of the institution. A commodious room has been provided for the hospital kitchen, nearer the hospital, and adjoining and opening into the main cooking-room. The present arrangement for cooking for the inmates is very satisfactory.

In our last report, we stated that preparations were being made for fencing yards for the insane patients and convalescents. These fences are now built, and the yards, when cleared up and graded, will give this class of the inmates pleasant and roomy grounds, in which to enjoy the out-door air and sunlight.

At the time the appropriations just mentioned were asked for, the legislature was also petitioned to grant \$6,400, for remodelling the interior of the insane hospital, by a division of the rooms, according to a plan submitted, so that a classification of the inmates would be feasible. A Resolve granting this amount was reported by the committee having the matter in charge, but, in passing through the legislature, was reduced to \$2,500, and as, according to the most careful estimate, this was not half of what would be needed to complete the contemplated improvement, we have as yet made no use of the appropriation, though we have not fully determined that it may not be expedient to expend it as far as it will go, by way of experiment, taking the eastern wing of the insane hospital, which is in more need of repairs than the rest of the building.

Considerable progress has been made in the excavation and stoning up of a basin, as a reservoir for water, upon the ground south of the buildings. All the labor that could be spared from the more urgent demands has been employed here.

At the risk of appearing unduly persistent, we earnestly second the recommendations of the Superintendent in regard to the need of increased barn room, as we have done in our previous reports.

Dr. J. M. Whitaker, who at the date of our last report was in the exclusive charge of the insane, resigned his position, to take effect the first day of May last, and since that time all the inmates of the institution have been under the medical care of Dr. Nichols and Miss Marsh, M. D.

Dr. Nichols, after seven years of service here, in consequence of age and increasing infirmity, has resigned his office, taking effect October 1. This vacancy has been filled by the appointment of William H. Lathrop, M. D., recently the physician in charge of the Wayne County Asylum for Poor and Insane, in Michigan, near the city of Detroit, an institution quite similar in its general character to ours. Dr. Lathrop is in the prime of active life. He is a native of Massachusetts, a graduate of Harvard College and of Pennsylvania University, and is recommended to us by those intimately acquainted with his personal and professional character, as possessed of eminent fitness for this important post, an opinion which we trust his future career here will fully justify. In parting with Dr. Nichols, we desire to express our appreciation of his long period of skilful service, and our regret in losing our pleasant association with him. Miss Helen M. Marsh, M. D., has, during the past year, discharged the duties of Assistant Physician with promptness and fidelity.

Our acknowledgments are due to Mr. Charles B. Marsh, for the taste and skill by which he has adorned the grounds with shrubs and flowers, thus giving beauty and attractiveness to this home of the homeless.

We are able to cordially recommend the general superintendence and management of the institution for the past year, and to ask for it a continuance of the bounty of the State.

F. H. NOURSE,
D. E. SAFFORD,
GEO. P. ELLIOT,
Inspectors.

TEWKSBURY, October 14, 1875.

SALARIES.

Francis H. Nourse (Inspector),	\$160 00
Daniel E. Safford (Inspector),	160 00
George P. Elliot (Inspector),	160 00
Thomas J. Marsh (Superintendent),	1,800 00
N. F. Marsh (Matron),	300 00
James M. Whitaker (Physician for Insane, to May 1), .	875 00
Joseph D. Nichols (Physician),	1,200 00
Thomas J. Marsh, Jr. (Assistant Superintendent), .	1,000 00
Helen E. Marsh (Assistant Matron),	241 50
John H. Cocker (Engineer),	1,200 00
Sarah E. Cocker (Assistant Matron to Sept. 1), . .	220 20
James Poor (Farmer),	600 00
Charles B. Marsh (Clerk),	716 65
William F. Holt (Baker),	600 00
David A. Gorham (Cook),	480 00
Mary E. Gorham (Hospital Cook),	252 00
Charles E. Bradford (Supervisor of the Insane), . .	420 00
Agnes N. Bradford (Supervisor of the Insane), . .	252 00
Emmons French (Supervisor of the Insane), . . .	420 00
Frances M. French (Supervisor of the Insane), . .	252 00
Helen M. Marsh (Assistant Physician),	800 00
Lemuel French (Nurse),	300 00
Clarence B. Sanborn (Gatekeeper),	300 00
Thaxter Reed (Watchman),	360 00
Thomas J. Hall (Assistant Farmer),	336 16
Charlotte A. Thomas (Assistant Matron),	252 00
Harriet H. Kimball (Assistant Matron),	252 00
Martha B. Marsh (Assistant Matron),	252 00
N. S. Feslor (Laundress to Sept. 15),	241 50
Mary E. Burbank, (Cook),	252 00
<i>Amount carried forward,</i>	\$14,655 01

<i>Amount brought forward,</i>	. . . . .	\$14,655 01
Gardner S. Pasho (Nurse),	. . . . .	420 00
James W. Lawrence (Assistant Nurse),	. . . . .	240 00
John Kenny (Assistant Nurse from Dec. 10),	. . . . .	194 19
Susan P. Wardwell (Nurse),	. . . . .	313 69
Agnes Calder (Nurse),	. . . . .	261 41
Catherine M. B. Pasho (Assistant Nurse),	. . . . .	237 34
Sarah McKinnon (Assistant Nurse to Sept. 1),	. . . . .	205 34
Ida M. Kingsley (Assistant Nurse to Dec. 1),	. . . . .	38 10
Warren Frost (Assistant Farmer to July 1),	. . . . .	270 00
Gorham G. Jones (Teamster),	. . . . .	355 00
Hiram N. Luce (Assistant Farmer to March 28),	. . . . .	177 10
Morris G. Clough (Assistant Farmer to June 30),	. . . . .	66 67
John H. Clark (Assistant Farmer to March 24),	. . . . .	154 73
Ellis Libby (Assistant Farmer to Oct. 31),	. . . . .	25 00
Elmer Dane (Assistant Farmer from March 29 to June 30),	. . . . .	77 42
Sarah A. Rowell (Assistant Nurse from Dec. 16),	. . . . .	183 49
George W. Colbath (Assistant Farmer from July 9),	. . . . .	99 40
Silas B. Carr (Assistant Farmer from July 7),	. . . . .	63 91
Frank P. Elliot (Assistant Farmer from July 7),	. . . . .	70 16
Jeremiah C. Ordway (Assistant Farmer from July 2),	. . . . .	84 20
Isaac L. Bickford (Assistant Farmer from August 4),	. . . . .	47 68
Wayland Sargent (Assistant Farmer from July 6),	. . . . .	70 97
Asa M. Peabody (Assistant Nurse from Oct. 1 to Oct. 3),	. . . . .	2 42
Sarah W. Dalton (Assistant Matron from Aug. 30),	. . . . .	21 70
Horace W. Locke (Lauderer from Sept. 16),	. . . . .	12 50
Hattie B. Locke (Laundress from Sept. 16),	. . . . .	10 50
Sarah M. Bailey (Assistant Nurse from Sept. 1),	. . . . .	21 00
		<hr/>
		\$18,378 93

ALMSHOUSE AT TEWKSBURY.

[Oct.

live-stock,	\$9,862 00
Carriages and agricultural tools,	5,262 00
Machinery and mechanical tools,	33,294 50
Feeds and bedding,	14,810 30
Other furniture and property,	12,557 18
Personal property in Superintendent's department,	8,507 95
Ready-made clothing,	11,794 67
Dry goods,	804 42
Drugs and medicines,	961 44
Provisions and groceries,	3,562 01
Fuel,	10,549 18
Library,	855 00
Products of the farm on hand,	10,609 14
	<hr/>
	\$123,429 79
Real estate (buildings),	\$216,580 00
Land,	23,290 00
	<hr/>
	239,870 00
	<hr/>
	\$363,299 79

This is to certify that the foregoing is a true schedule and appraisal of the personal property and real estate at the State Almshouse at Tewksbury belonging to the State of Massachusetts, September 30, 1875.

The appraisal was made by us, and is correct according to our best judgment.

(Signed)

PEDRICK & CLOSSON,

Appraisers.

Then personally appeared before me Wm R. Pedrick, and made oath that the foregoing schedule and appraisal is correct, according to his best knowledge and belief.

Essex ss. Before me this fourth (4th) day of October, 1875.

(Signed)

H. F. HOPKINS,

Justice of the Peace.

SUPERINTENDENT'S REPORT.

To the Inspectors of the State Almshouse at Tewksbury.

GENTLEMEN :—In presenting the Twenty-second Annual Report of this institution, it affords me pleasure to be able to state that during the year just passed, which has been fruitful in calamities of fire and flood, we have suffered no unusual disturbance. Considering the condition of the unfortunates who have been sent to us from all parts of the Commonwealth, with constitutions impaired and broken by disease and dissipation, the mortality has not been unusual or alarming.

The proportion of able-bodied males or females who are able to contribute anything to the labor required in an institution of this kind is small indeed; the larger portion are either subjects for hospital treatment, or those advanced in years, who require a shelter where they may pass the small remnant of time allotted them, in comfort and quiet.

In my report of last year, I gave you a general review of the condition of the institution in the years that have passed, giving you a statement of the changes in the purposes of the institution and the character of its inmates, and I consider it unnecessary to go over that ground again.

The necessity for increased and improved cooking apparatus, which was fully presented to you last year, has been met, and by the liberality of the legislature we have been enabled to refurnish the general and hospital cook-rooms to our entire satisfaction, and, with our improved arrangements for cooking, we are now in a condition to adopt the revised diet-table which was prepared and presented a year ago.

We have erected and almost completed a good, substantial brick building, with slated roof, to be occupied by the men

as a keeping-room. It will be ready for occupancy in a few days.

The new yards for the insane and convalescent sick have been completed, and are now in use, adding largely to the comfort of those for whom they were intended.

Our laundry accommodations have for a long time been limited, making the labor in that department unnecessarily severe. We have this year made an addition of a room about twenty feet square, which has been paid for out of the regular appropriation, and two new washing-machines, which will cost about a thousand dollars.

The reservoir which has been in course of construction for several years, has this year received considerable attention, and one end of it, comprising about one-half, has been completed. We are in hopes this will materially aid us in obtaining a supply of water.

The yard in the immediate vicinity of the main building, and upon which all the buildings front, has been improved and made pleasing to the eye, by the removal of high fences, and the addition of concrete walks, trees and beds of flowers which have imparted an attractive appearance to what was once an unsightly piece of ground, and given an air of cheerfulness to the entire premises.

The farm remains under the same management as in former years; all the available help has been employed in making improvements thereon, and the products, as shown in Table No. 5, have been abundant.

A year ago I called your attention to a great deficiency, and the same condition of things exists to-day, with this difference,—that the deficiency of milk has been supplied by purchasing it, as will be seen by referring to Table No. 4. I will quote from last year's report: "There has long been a deficiency of milk, which is so indispensable for the proper nutrition of children and the insane. The quantity produced the past year averages about sixty-five gallons per day, or but little over half a pint for each person on the premises. This amount should at least be doubled. It is not desirable to buy outside, for we cannot depend on its quality or condition of freshness. It is, moreover, much cheaper to make it, in view of the benefit accruing to the farm. But the obstacle

of past years remains. We have no barn room. This deficiency has been repeatedly pointed out in former reports, but has for some reason been overlooked. I trust you will make an appeal to the legislature for this pressing need, and that our invalids may receive a full supply of the cheap and nutritious diet called for by their medical advisers."

We are still receiving almost every week troublesome cases of delirium tremens, and I would again call your attention to the fact that we have no suitable place for confining or restraining them. I am satisfied that some improvement in the quarters for this class should be made as soon as practicable.

The whole number supported during the year has been 2,936, which is less by 643 than appears in Table No. 2, the latter number being nominal admissions under the Act of 1860.

The average weekly number has been 844, a decrease of 41 from the average of last year.

The number of persons sentenced to the State Workhouse is 314, and with them have been sent 21 infants, of mothers sentenced; 196 persons have been transferred to the State Primary School at Monson.

The number of deaths has been 325, 11 more than in 1874.

There are remaining in the institution at the present time 792, being 13 less than at the beginning of the year. The remainder have been removed by the general agent of the board of state charities, or discharged at their own request.

The total amount drawn from the treasury for the current			
expenses of the year has been,	.	.	\$96,371 70
Received for articles sold,	.	.	\$572 09
from effects of inmates who			
have died or absconded,	.	204 30	
from discount on bill,	.	1 94	
		<hr/>	778 33
			<hr/>
Making the gross expenditure,	.	.	\$95,593 37

Dividing the gross expenditure, \$95,593.37, by the average weekly number, 844, we have \$113.26, the annual

cost of each inmate, which is a weekly cost of \$2.18. For statistics and information connected with the hospital department, I will refer you to the accompanying report of the Physician.

The Rev. Messrs. Fletcher and Colby of Billerica, and French and Thomas of Tewksbury, have performed, alternately, the duties of chaplain throughout the year. The Rev. Edmund Buckle of Lowell has visited the hospitals regularly once a week during the year, and oftener, as he has been requested, ministering to those of the Catholic faith who have desired his services, and since the last Sabbath in January he has held services according to the forms of the Catholic Church,—one Sabbath in each month having the entire day at his disposal.

I wish here to return thanks to John F. McEvoy, Esq., of Lowell, and to the ladies and gentlemen accompanying him, who visited the institution Sunday, May 30, with Rev. Mr. Buckle, and added greatly to the interest of the services by their excellent vocal music on the occasion.

It gives me great pleasure to acknowledge the kindness and liberality of Patrick Donahoe, Esq., of the "Pilot," in sending us, free of expense, for a number of years, a copy of his paper, which has been read with interest by a large number of inmates. To E. G. MacLellan, Esq., of Boston, thanks are due, and cheerfully given, for a generous supply of magazines and periodicals, which he sent us at his own expense on two occasions. This reading-matter has been an unfailing source of amusement and profit to the inmates of all departments of the institution, and I shall be glad to acknowledge further contributions of this character from any source.

The walls of our hospitals, and the asylum for the insane, are painfully plain, and we should be glad to change this barren appearance by the addition of plates or chromos of suitable character.

To all who have the welfare and comfort of this class of people at heart, I would say that there now appears to be no good reason why they should not acquaint themselves with the provisions which a liberal Commonwealth has made for its unfortunate charges. The railroad facilities for reaching the institution from all directions are excellent, either by the

Boston and Lowell (Lawrence branch), Lowell and Lawrence, Salem and Lowell, or the Boston and Maine railroads (Lowell and Andover Branch), or by private conveyance. The time occupied in coming from Boston is about forty-five minutes, without change of cars. The fare is sixty cents, and a carriage is at the depot on the arrival of almost every train. We shall be happy to welcome and show through the institution all who may wish to come, on Tuesdays, Wednesdays, Thursdays and Fridays, holidays excepted.

To all who have been associated with me in the administration of the affairs of the past year, I return my sincere thanks for their contributions toward the success of the various measures proposed, and their faithfulness in their separate departments. I would also acknowledge the aid which has been given me by the inmates by their general good conduct and assistance whenever called upon. The pleasing duty remains to thank you, gentlemen, for your continued interest in the institution; your many valuable suggestions; your repeated visits to all departments; and your good-will and courtesy to myself and family.

THOS. J. MARSH,
Superintendent.

STATEMENT NO. 1.
Statistics of Department of the Insane.

	Total	Males.	Females.
Remaining in this department September 30, 1874,	319	94	225
Admitted during the year,	92	20	72
Discharged during the year,	63	16	47
Deaths during the year,	58	18	40
Desertions during the year,	4	4	—
Whole number admitted,	1,421	569	852
Whole number discharged,	872	375	497
Remaining in this department September 30, 1875,	286	76	210

STATEMENT NO. 2.

Number in the house at the commencement of the year,	805
Admitted during the year,	2,131
Discharged during the year,	2,144
Supported during the year,	2,936
Deaths during the year,	325
Births during the year,	55
Weekly average,	844
Present number,	792

Of the 2,774 admitted during the year, there were from—

Boston,	1,650
Tewksbury,	189
Lowell,	134
Springfield,	92
Fall River,	85
Lawrence,	69
Births,	55
Worcester,	53
Salem,	27
Taunton Lunatic Hospital,	26
Northampton Lunatic Hospital,	22
New Bedford,	21
Cambridge,	19
Peabody,	13
Worcester Lunatic Hospital,	13
Lynn,	13
Fitchburg,	12
Haverhill,	11

Holyoke,	10
Adams, Newburyport and Somerville, 8 each,	24
Ashburnham, Bridgewater Workhouse, Buckland, Holden and Webster, 7 each,	35
Gloucester, Milford, Montague, State Primary School, Stoneham and Stow, 6 each,	36
Chelsea, Clinton, Gardner, Medford and Monterey, 5 each,	25
Attleborough, Methuen, Palmer, Wakefield, Watertown and Woburn, 4 each,	24
Dracut, Dudley, Groton, Leominster, Lexington, Northampton, South Sudbury, Templeton and Wareham, 3 each,	27
Andover, Beverly, Bridgewater, Brockton, Chicopee, Concord, Danvers, Dartmouth, Everett, Foxborough, Grafton, Greenfield, Lee, Monson, Needham, North Adams, Northbridge, Oxford, Pittsfield, Reading, Sheffield and Westport, 2 each,	44
Agawam, Ayer, Amesbury, Belchertown, Braintree, Blackstone, Brimfield, Brookfield, Boxford, Conway, Douglas, Easthampton, Essex, Fairhaven, Framingham, Great Barrington, Groveland, Harvard, Hyde Park, Malden, Medway, Melrose, Milton, Natick, Newton, North Brookfield, North Reading, Orleans, Pepperell, Phillipston, Plymouth, Quincy, Raynham, Rutland, Salisbury, Sutton, Townsend, Wales, Waltham, Ware, West Springfield, Wayland, Williamsburg, Wilmington and Winchester, 1 each,	45

2,774

The following table shows the number admitted each month, sex and age:—

MONTHS.	Total.	Males.	Females.	Under 10.	Between 10 and 20.	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	Between 60 and 70.	Between 70 and 80.	Over 80.
1874.												
October, .	157	100	57	40	17	32	19	13	13	11	11	1
November, .	178	127	51	24	7	64	25	20	16	16	4	2
December, .	233	165	68	23	16	81	38	23	26	12	13	1
1875.												
January, .	210	153	57	33	23	67	41	19	12	9	4	2
February, .	156	93	63	16	11	54	35	15	13	6	5	1
March, .	212	146	66	22	18	75	46	26	11	8	4	2
April, .	152	93	59	25	11	35	23	17	18	9	14	—
May, .	158	92	66	22	11	40	26	20	22	9	7	1
June, .	157	98	59	42	13	28	20	20	13	17	4	—
July, .	165	106	59	33	23	26	19	25	20	9	10	—
August, .	169	104	65	33	13	44	31	13	18	7	7	3
September, .	827	493	334	176	122	195	161	80	40	17	7	30
Total, .	2,774	1,770	1,004	489	285	741	484	291	222	129	90	43

STATEMENT NO. 3.

Nativity of Inmates.

Ireland,	955
Massachusetts,	500
England,	299
British Provinces,	204
New York,	119
Maine,	102
Unknown,	75
New Hampshire,	63
Germany,	55
Scotland,	50
Connecticut,	35
Pennsylvania,	30
Virginia,	30
Rhode Island,	27
Vermont,	21
Sweden,	17
New Jersey,	15
France,	14
Maryland,	12
Italy,	11
West Indies,	10
Western Islands,	10
North Carolina,	9
Ohio,	8
Switzerland,	8
Louisiana,	7
Poland,	7
Spain,	6
Denmark, Illinois and Michigan, 5 each,	15
District of Columbia, Georgia, Kentucky and Norway, 4 each,	16
Belgium, Delaware, Portugal, Tennessee and Wisconsin, 3 each,	15
At sea, Africa, Asia, Australia, California, Holland, India, Mis- souri, Prussia and Russia, 2 each,	20
Bavaria, Finland, Greece, Indiana, Madagascar, San Domingo, South Carolina, Wales and Washington Territory, 1 each,	9
	<hr/> 2,774

STATEMENT NO. 4.

Cash Disbursements.

Appraisal of property,	\$100 00
Beans, 245 $\frac{1}{2}$ bushels,	530 60
Beds and bedding,	834 73
Beef (fresh), 51,955 $\frac{1}{2}$ pounds,	3,216 09
Beef (salt), 39,802 pounds,	2,411 06

Books, stationery, etc.,	\$379 35
Brooms, 19 dozen,	77 75
Butter, 4,451 pounds,	1,420 14
Carriages and wagons,	974 65
Cement, lime and plaster,	284 65
Chaplain, services of,	265 00
Clothing,	4,770 93
Coal, 1,320 tons, 100 baskets charcoal,	10,347 18
Coffee, 4,035 pounds,	1,183 86
Corn, 2,057 bushels,	1,848 70
Cloth (cotton), 5,425½ yards,	520 54
Crockery and glassware,	412 83
Dry goods,	1,673 84
Eggs, 60 dozen,	16 74
Expressage,	142 69
Fertilizing compounds,	13 68
Flour, 1,617 barrels,	10,318 25
Fish (fresh and salt), 47,748 pounds,	2,061 04
Furniture,	296 60
Gasoline, 4,189 gallons,	846 16
Groceries,	862 03
Hardware,	406 98
Hay, English, 122 ⁵²² / ₂₀₀₀ tons,	2,121 17
Hay, meadow, 12 ⁸⁷⁰ / ₂₀₀₀ tons,	131 37
Hay, salt, 191 ²⁷⁵ / ₂₀₀₀ tons,	294 56
Hops, 160 pounds,	76 74
Improvements,	5,107 29
Labor,	828 32
Live-stock,	1,146 40
Lumber,	1,384 70
Meats and provisions,	1,201 82
Medicines,	1,203 96
Milk, 30,524 quarts,	1,526 20
Molasses, 255 gallons,	128 62
Oats, 340 bushels,	251 50
Oil, 185 gallons,	213 30
Paints, oils and colors,	385 00
Painting,	221 15
Pasturage,	166 00
Pepper, 200 pounds,	59 67
Pease, 110 ⁴⁸ / ₁₀₀ bushels,	198 81
Repairs,	2,395 71
Rice, 3,508 pounds,	260 81
Salaries,	18,378 93
Salt, 90 sacks,	109 75
Seeds,	213 05
Shoe stock and tools,	239 79
Shorts, 21 ¹⁰⁵⁰ / ₂₁₀₀ tons,	570 44
Shoes, 1,357 pairs,	1,714 52

Smith work,	\$81 50
Soap, 17,040 pounds,	933 17
Starch, 485 pounds,	66 99
Stone work,	58 75
Stoves,	122 93
Straw, 491 $\frac{1}{2}$ tons,	1,049 54
Sugar, 25,079 pounds,	2,449 97
Tea, 2,712 pounds,	1,374 04
Tin ware,	193 38
Tobacco, 1,198 pounds,	595 86
Tools (agricultural),	98 34
Tools (mechanical),	3 38
Trial Justice (services of),	\$20 00
Transportation of freight,	1,285 36
Transportation of passengers,	383 72
Vinegar (making), 320 gallons,	6 40
Woodenware,	145 66
Wood, 148 $\frac{1}{2}$ cords,	457 06
	<hr/>
	\$96,371 70

STATEMENT NO. 5.

Products of the Farm.

Sweet corn, 50 bushels.	Egg plants, 75.
Sweet corn fodder, 4 tons.	Tomatoes, 75 bushels.
Carrots, 10 bushels.	Cauliflower, 200 heads.
Grapes, 2 bushels.	Celery, 300 heads.
Onions, 100 bushels.	Salsify, 5 bushels.
Beets, 50 bushels.	Leeks, 5 bushels.
Turnips, 366 bushels.	Potatoes, 3,000 bushels.
Cabbage, 10,900 heads.	Roots, 90 tons.
Meadow bedding, 2 tons.	Hay, 101 $\frac{1}{2}$ tons.
Apples, 2 barrels.	Hay (second crop), 32 $\frac{1}{2}$ tons.
Ice, 150 tons.	Lettuce, 1,300 heads.
Melons, 700.	Pease, 225 bushels.
Shell beans, 32 bushels.	String beans, 47 bushels.
Greens, 54 bushels.	Summer squashes, 15 bushels.
Manure, 125 cords.	Cucumbers, 3,000 dozen.

The Meats slaughtered from the Stock of the Farm amount to—

Pork, 8,217 pounds.	Hides, 820 pounds.
Beef, 8,496 pounds.	Calfskin, 43 pounds
Veal, 395 pounds.	

Dairy Products, etc.

Milk, 25,481 gallons.	Eggs, 952 dozen.
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STATEMENT NO. 6.
COMMONWEALTH OF MASSACHUSETTS in account with THOMAS J. MARSH, Superintendent.

Dr.

CR.

1874. Oct. 1,	To balance of appropriation of 1874, .	\$21,371 95	1874. Oct. 31, Nov. 30, Dec. 31,	By cash paid for supplies, " " " " balance,	\$8,346 35 7,492 40 5,533 07 18
					\$21,371 95
1875.			1874. Dec. 31,	By cash paid for supplies,	\$1,621 88
	To balance, amount of appropriation, Chap. 57, Acts of 1875,	\$0 13 1,621 75			
		\$1,621 88			\$1,621 88
Mar. 11,	To amount of appropriation, Chap. 47, Acts of 1875,	\$93,000 00	1875. Jan. 31, Feb. 28, Mar. 31, Apr. 30, May 31, June 30, July 31, Aug. 31, Sept. 30,	By cash paid for supplies, " " " " " " " " " " " " " " " " unexpended balance,	\$8,910 34 8,539 46 6,382 90 5,897 66 10,127 04 13,631 77 6,627 71 5,795 07 7,466 05 19,622 00
		\$93,000 00			\$93,000 00

STATEMENT NO. 7.
Special appropriation for Keeping-room for Men.
COMMONWEALTH OF MASSACHUSETTS in account with THOMAS J. MARSH, Superintendent.

COMMONWEALTH OF MASSACHUSETTS in account with THOMAS J. MARSH, Superintendent.				CR.
DR.				
1875.				
May 7,	To amount of appropriation, Chap. 53, of the year 1875,	\$2,600 00	By cash, amount of schedule, " " " " " "	\$1,353 65
				589 90
				168 23
				486 19
			unexpended balance, .	2 03
		\$2,600 00		\$2,600 00

STATEMENT NO. 8.
Special appropriation for Increasing and Improving Cooking Apparatus.
COMMONWEALTH OF MASSACHUSETTS in account with THOMAS J. MARSH, Superintendent.

DR.				1875. June 30, July 31, Aug. 31, Sept. 30,	By cash, amount of schedule, " " " " " " unexpended balance, .		CR.
1875.							
May 7,	To amount of appropriation, Chap. 53, of the year 1875,	\$2,700 00				\$877 39	
						1,455 51	
						70 82	
						295 37	
						91	
							\$2,700 00

STATEMENT NO. 9.

COMMONWEALTH OF MASSACHUSETTS in account with THOMAS J. MARSH, Superintendent.

CR.

1875.		1875.	
To amount received for articles sold, . amount received from effects of in- mates who have died or absconded, discount on bill,	\$572 09	By cash paid State Treasurer, . . .	\$778 33
	204 30		
	1 94		
	<hr/> \$778 33		<hr/> \$778 33

THOS. J. MARSH, Superintendent.

This may certify that we have examined the foregoing account of Thomas J. Marsh with the Commonwealth, and find the same correctly cast and properly vouched.

F. H. NOURSE,
D. E. SAFFORD, }
GEO. P. ELLIOT, }
Inspectors.

PHYSICIAN'S REPORT.

To the Inspectors of the State Almshouse, Tewksbury.

GENTLEMEN :—After fifteen years' service in this and a kindred institution, I have the honor to present you my last Almshouse Report, and which will constitute the Twenty-second Annual Report of the Medical Department of this institution.

We have escaped the visitation of the small-pox, and all other epidemics, during the past year. The cases of scarlet fever reported were brought in here during the stage of incubation, the disease having been contracted in various sections of the State where scarlet fever prevailed during the fall months. There were indeed two or three exceptions, where the disease originated here, but these were rather sporadic than epidemic.

Our bill of mortality has been a little larger than last year. There have been three hundred and twenty-five deaths, against three hundred and fourteen deaths of the year before. There have been fifty-eight deaths among the insane,—eighteen males and forty females. There have been a less number of foundlings sent to us during the past year, than there were the year before, but I am sorry to say that the mortality has not been lessened.

The following table will show the statistics of these poor waifs upon the sea of life :—

NAMES.	Age.	Admitted.	From.	Departure.
1874.				
John Smith, . .	6 months,	Oct. 11,	Boston, . .	Died, Nov. 7, 1874.
Emma Howe, . .	1 week,	13,	" . .	26, "
Francis Etwell, . .	2 weeks,	27,	" . .	2, "
John Sparrell, . .	6 "	Nov. 12,	" . .	14, "
Fred. Stevens, . .	5 "	Dec. 9,	" . .	Jan. 5, 1875.
Archibald Ford, . .	3 months,	19,	" . .	Dec. 28, 1874.
Isabella Willey, . .	6 weeks,	29,	Salisbury, . .	Jan. 15, 1875.
Eleanor Whiting, . .	3 "	29,	Boston, . .	18, "
1875.				
Mary Sylvia, . .	2 months,	Jan. 2,	Boston, . .	Died, Jan. 20, 1875.
Mary J. Worcester, . .	3 weeks,	16,	Worcester, . .	Feb. 11, "
Gilbert Drew, . .	3 months,	18,	Boston, . .	Mar. 19, "
William Ellingwood, . .	13 weeks,	20,	" . .	Feb. 14, "
Benjamin Firm, . .	5 "	29,	" . .	Mar. 29, "
Mary E. Kane, . .	5 "	Feb. 18,	Tewksbury, . .	May 5, "
Mary E. Sullivan, . .	2 "	18,	Boston, . .	30, "
Belle Nestor, . .	5 "	Mar. 3,	" . .	July 30, "
John Fuller, . .	4 "	13,	" . .	Apr. 3, "
Charles Ashworth, . .	3 "	15,	Fall River, . .	May 4, "
Gertrude Johnson, . .	1 week,	15,	Tewksbury, . .	July 4, "
Jane Wilson, . .	3 weeks,	May 19,	Wilmington, . .	Aug. 5, "
Julia Angier, . .	2 "	June 5,	Boston, . .	2, "
Faith Turner, . .	3 months,	25,	" . .	July 4, "
Amos Ridley, . .	6 weeks,	July 5,	" . .	8, "
Margaret Welsh, . .	2 "	12,	" . .	20, "
Fred. Drift, . .	6 "	29,	" . .	Aug. 15, "
Mary Ishler, . .	3 months,	Aug. 4,	" . .	14, "
James Colsom, . .	9 "	12,	" . .	26, "

Moses G. Parker, M. D., of Lowell, a promising and enterprising young man, who has spent more than a year in the medical schools in London, Paris and Germany in perfecting himself in the science of surgery, especially of the eye and ear, to which he proposes, as specialties, to devote his time and talent, about a year ago volunteered to visit the institution once a week, and perform, gratuitously, any operation upon the eye or ear, or any other intricate surgery that might be required. This he has continued to do throughout the year, and his operations have been performed with neatness, skill and despatch.

I think Dr. Parker deserving of great praise for his services gratuitously rendered in behalf of suffering humanity.

The following table will show the number and character of these operations, and the result:—

A new feature has been added to the decorations of the place, which, I think, may be made to contribute largely to the comfort and happiness, especially of the sick. I allude to the conservatory built last fall, and which enabled our yards, the past summer, to be converted into a parterre of flowers, filling the air with their fragrance, and delighting the eye with their beauty.

“Like the smile from an old friend’s face on ours,
Are these stars of earth, God’s beautiful flowers.”

Those of the sick who are able to walk out, were enabled to enjoy a rich treat by feasting their eyes with their beauty; but many of the poor sufferers are confined on beds of languishment, and I noticed with great satisfaction the delight with which they gazed on an occasional bouquet, which, from time to time, was furnished them,—

“Kindling beaming smiles again,
In faded eyes that long had wept.”

I think these occasional contributions of flowers to those who are unable to leave their beds, might be made much more frequent; and who can say, that by such contributions, the heart of some poor sufferer might not be touched with the thought of Him—

“Whose breath perfumed them,
And whose pencil paints”?

Allow me to call your attention to the subject of decorating the walls of the hospitals with choice engravings, which will add much to their cheerfulness, and afford pleasure to the sick, by furnishing them with objects of interest and beauty, to cheer the loneliness of their long hours of pain and suffering.

“A thing of beauty is a joy forever.”

I must be allowed to say, even at the risk of egotism, that in all my connection with almshouse life, I have considered it my mission to contribute, as largely as in my power, to the comfort and happiness and well-being of those committed to my care, and if I have ever failed in accomplishing that result, it has been the fault of my head, and not of my heart.

I wish to bear testimony in favor of Mrs. Susan P. Wardwell and Mr. Gardner S. Pasho, for the untiring watchfulness, zeal and intelligence which they have devoted to the care of the sick committed to their charge.

You are respectfully referred to Tables Nos. 1, 2 and 3 for the statistics of life, death and disease.

Profoundly grateful for all the favors that have been extended to me, I respectfully take my leave of you, gentlemen, and of almshouse life.

J. D. NICHOLS, *Physician.*

STATE ALMSHOUSE, September 30, 1875.

TABLE No. 1.
Showing the Diseases at the State Almshouse, Tewksbury, the Whole and Monthly Number, and the Whole and Monthly Average, from October 1, 1874, to September 30, 1875.

DISEASES.	Total.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Amenorrhea, .	1	-	-	-	-	-	-	-	-	1	-	-	-
Anasarca, .	5	1	1	-	-	1	1	-	-	1	-	-	-
Atrophy, .	5	-	-	1	-	-	-	-	3	1	-	-	-
Bright's Disease, .	8	1	-	-	1	1	2	1	-	2	-	-	-
Cancer, .	4	-	-	-	-	-	-	1	-	-	1	-	-
Debility, .	234	45	18	13	25	16	22	20	13	15	18	17	12
Dropsy, .	5	-	1	-	1	-	1	-	-	2	-	-	-
Fever, .	32	2	3	1	2	2	8	-	3	3	-	1	7
" Typhoid, .	24	5	1	3	5	1	3	1	2	-	-	2	1
" Intermittent, .	17	6	-	-	1	2	1	1	1	-	3	2	-
" Scarlet, .	16	3	1	1	6	4	1	-	-	-	-	-	-
Menorrhagia, .	1	-	1	-	-	-	-	-	-	-	-	-	-
Ophthalmia, .	21	4	1	2	4	-	-	1	3	3	1	1	2
Parturition, .	59	9	6	5	5	3	4	6	4	5	5	4	8
Peritonitis, .	1	-	-	-	-	1	-	-	-	-	-	-	-
Rheumatism, .	90	11	3	7	9	5	10	5	14	5	9	5	7
Scrofula, .	11	1	-	-	2	-	-	1	-	3	2	1	1
Venereal, .	125	16	11	11	13	6	8	11	12	17	16	6	8
Diseases of the Alimentary Canal.													
Cancerum Oris, .	3	-	-	-	-	-	-	-	1	-	-	2	-
Cholera Infantum, .	7	-	-	-	-	-	-	-	-	1	1	3	-
" Morbus, .	9	-	-	-	-	-	1	-	-	-	-	4	3

TABLE No 1—Concluded.

DISEASES.	TOTAL.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Colic, .	3	1	-	1	1	-	1	2	9	6	45	18	-
Diarrhoea, .	121	22	1	2	2	1	1	1	-	-	-	-	10
Enteritis, .	3	1	-	1	2	-	-	1	-	-	-	-	-
Gastritis, .	3	1	-	1	-	-	-	-	-	-	-	1	-
Hemorrhoids, .	5	-	1	1	-	-	1	-	-	1	-	-	-
Tonsillitis, .	1	-	-	-	-	-	-	-	-	1	-	-	-
<i>Diseases of Thorax.</i>													
Asthma, .	3	-	-	-	1	-	-	1	6	5	-	1	-
Bronchitis, .	56	1	3	5	12	5	8	3	1	-	-	3	5
Congestion of Lungs, .	2	-	-	1	-	-	-	-	1	-	-	-	-
Croup, .	2	-	-	1	1	-	-	-	-	-	-	-	-
Catarrh, .	2	-	-	1	-	-	-	-	1	-	1	-	-
Phthisis, .	107	20	11	4	8	5	10	7	10	11	12	7	2
Pleurisy, .	17	1	-	2	3	1	2	1	3	1	2	2	1
Pneumonia, .	22	3	2	1	10	-	2	-	1	1	-	1	-
Emphyema, .	1	-	-	-	-	-	-	-	-	-	-	-	-
Heart Disease, .	16	1	1	3	1	2	1	2	1	1	-	2	1
Hemoptysis, .	1	1	-	-	-	-	-	-	-	-	-	-	-
<i>Diseases of Nervous Centres.</i>													
Alcoholismus, .	35	1	8	3	2	-	3	2	3	2	4	7	5
Apoplexy, .	2	-	-	1	-	-	-	-	-	-	1	-	-
Amaurosis, .	1	-	-	-	-	1	-	-	-	-	-	-	-
Congestion of Brain, .	1	-	-	-	-	-	-	-	1	-	-	-	-
Convulsions, .	4	1	-	1	1	-	-	-	1	-	-	-	-
Epilepsy, .	19	2	1	1	1	-	2	3	8	5	-	-	1

[illegible]

[illegible]

TABLE NO. 3.

Showing the Number of Births in the Tewksbury State Almshouse, during each Month, from October 1, 1874, to September 30, 1875, the Sex, whether Illegitimate, Twins, or Still-born, and the Birth-place of the Mothers.

MONTHS.	Total.	Males.	Females.	ILLEGITIMATE.			Twins.	Still-born.	BIRTHPLACE OF MOTHERS				
				Males.	Females.	Total.			United States	Ireland.	England.	British Prov- inces.	Other Coun- tries.
October, .	9	6	3	3	1	4	-	-	1	4	3	1	-
November, .	6	3	2	3	-	3	-	1	3	2	-	1	-
December, .	5	3	2	1	1	2	-	-	1	2	1	-	1
January, .	5	2	2	1	2	3	-	1	1	2	-	-	2
February, .	4	1	2	-	3	3	2	1	-	1	-	1	1
March, .	4	2	2	1	1	2	-	-	1	2	1	-	-
April, .	6	3	3	2	1	3	-	-	3	2	1	-	-
May, .	4	-	2	-	-	-	-	1	1	2	1	-	-
June, .	7	1	5	1	-	1	2	1	2	4	-	-	-
July, .	5	1	3	-	3	3	-	1	1	3	1	-	-
August, .	4	2	2	1	-	1	-	-	2	1	-	1	-
September, .	3	2	1	1	1	2	-	-	1	1	-	-	1
Total, .	62	26	29	14	13	27	4	7	17	26	8	4	5

FORTY-FOURTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

PERKINS INSTITUTION

AND

Massachusetts Asylum for the Blind.

OCTOBER, 1875.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

79 MILK STREET (CORNER OF FEDERAL).

1876.

Commonwealth of Massachusetts.

PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND, }
Boston, Nov. 5, 1875. }

To the Hon. OLIVER WARNER, *Secretary of State.*

DEAR SIR :—I have the honor to transmit a copy of the Forty-Fourth Annual Report of this Institution, for the use of His Excellency the Governor and of the Legislature.

Respectfully,

SAM'L G. HOWE,
Secretary.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND, }
Boston, Sept. 30, 1875. }

To the Members of the Corporation.

GENTLEMEN :—It has again become the duty of the undersigned, Trustees, to whom you and the Executive of the Commonwealth have committed the care of this Institution, to submit to you, and to the members of the Legislature, our Report for the year ending September 30, 1875.

This record of the events which have occurred during the past twelve months will be concise and brief, for the following reasons:—

First. Because the last report of the Trustees, and that of the Director, treated *in extenso* of the history, progress, and condition of the Institution, besides touching upon a variety of topics concerning the education of the blind in general; and

Second. Because in the annals of a public institution which has already attained a certain degree of steady and systematic usefulness, the lapse of a year is seldom likely to bring about events of great public importance or general interest.

STATISTICS AND HEALTH.

The report of the Director sets forth in detail the usual statistics, and the condition of the various departments of the Institution.

The number of blind persons connected with the establishment, as pupils, teachers, domestics, and work men or women, is 176.

The statistics of entrances and discharges, and the particulars of the internal management of the Institution, are reported to our Board by the Director at stated times, so that we are kept informed of all the details of the administration.

There have been no cases of severe disease, and no deaths, among the inmates of the Institution during the past year. Of the epidemics prevalent in Boston and vicinity during the winter, only the measles entered its walls; but these were of a light character, and caused no serious interruption of the work.

A wholesome diet is provided, and great attention paid to carrying out the sanitary regulations of the establishment.

FINANCES.

The financial condition of the Institution is very satisfactory. It is exhibited in the report of the Treasurer, Mr. Henry Endicott, which is hereto appended.

The total receipts during the year were \$68,600.13. The total expenditures, including amount paid for stock to be manufactured in the work department,

\$66,164.68. This leaves a cash balance of \$12,862.57, against \$10,427.12 on hand October 1, 1874.

The report of the Treasurer is accompanied by an analysis of the Steward's account, showing the principal articles consumed, their quantity and cost.

The Trustees take this opportunity of expressing their obligation to Mr. Endicott, for the courteous and satisfactory manner in which he has discharged the duties of his office. They also earnestly request that the members of the Corporation will satisfy themselves, by actual examination, that the funds of the Institution are wisely and frugally applied, and that every dollar received, either from the State or from individuals, is properly acknowledged and accounted for.

BEQUESTS.

It is gratifying to report that, although many new and important objects of benevolence are engaging the public attention, yet the interest felt in this Institution continues undiminished. The establishment has always had warm friends; and the community which gave it, in its infancy, such benefactors as Perkins and Oliver, Todd and Brooks, Rotch, Gray, May, and many others, has not exhausted its interest in the welfare of the blind, but has added to the above noble list, within the last few years, the names of Hudson, Roche, and Templeton, and more recently that of Mrs. Ann White Vose.

This generous and benevolent lady, in bequeathing a large property to educational, charitable, and religious institutions, did not forget ours, but left

to it the sum of ten thousand dollars, to be held as a permanent fund. An establishment more worthy of remembrance in the disposal of property by benevolent bequest, than this Institution, can hardly be imagined. It proposes to relieve one of the severest afflictions which are permitted to fall upon a portion of the human race, and its efforts have been rewarded with very gratifying success. The Trustees, in their own name, and in behalf of the blind, acknowledge their gratitude for the gift.

SUPERVISION UNDER THE BOARD OF EDUCATION.

We take pleasure in informing the Corporation that the Institution has been placed by law under the supervision of the Board of Education, instead of that of the Board of State Charities.

Although purely educational in its character, aims, and purposes, it was liable, until last year, to be classed among the eleemosynary establishments of the State. This change of jurisdiction, removing as it does all risk of misunderstanding regarding the character of the Institution, has given great satisfaction to its pupils and friends.

DIRECTOR AND ASSISTANTS.

The establishment has continued under the charge of Dr. S. G. Howe, who has been supported by a corps of assistants and attendants long tried and well trained.

The officers and employés engaged in the service of the Institution, taken as a whole, are persons of superior natural ability and good culture, distin-

guished by their industry, devotion, generous ambition, and high moral character. They have not only become interested in the progress and improvement of their pupils, but they also labor zealously for the elevation of the blind in general.

CAUSES OF THE PRESENT CONDITION OF THE BLIND.

The good effected by the efforts of such a band of earnest workers can hardly be overestimated; and when we reflect that there are in different parts of our Union some twenty-eight such companies, we can understand one of the causes which have contributed to raise the mental and moral condition of the blind in the United States, as it certainly has been raised within the past forty years, above that of the blind in other Christian countries.

Among the instrumentalities which have brought about this happy result, our Institution has been a leading and very important one, and the blind of New England stand among the foremost of their class.

The example of this Institution has also been of great value to persons seeking to found similar educational establishments in other parts of the world. The happy results of its system of training and education may be seen in the numbers of respectable, thriving, and industrious blind men and women in different parts of New England, who are earning their livelihood by their own exertions; and every year adds new and encouraging examples to swell the list of the self-supporting blind.

The value of this establishment to the blind is increased by the fortunate fact that its advantages are distributed in such wise that their acceptance does not involve any feeling of dependence. It is in no sense alms or charity, in the common acceptation of the word, which the blind receive here ; but a public provision, paid for out of the common stock gathered up from the taxation of all citizens, and to this provision the blind children of the Commonwealth have the same right as the seeing.

It will be seen from the foregoing statement that a great change has been wrought in the actual condition and mental and moral status of the blind, during the last half century, and there is reason to hope for a yet greater improvement in the future. Blindness and beggary are still almost synonymous in many European countries, and we all know the paralyzing effects of a consciousness of dependence upon alms-giving, however kindly it may be disguised. These two terms—blindness and beggary—have been forever disunited in this country.

Such considerations ought to, and do, encourage our hearts and strengthen our hands.

Much as has been already accomplished, however, the work hitherto done should be regarded as merely a prelude to that which is to come. Forty-five years are not a long period in the history of such a movement as this, and the art of teaching and training the blind is still to be considered as comparatively new. The institutions specially devoted to it are indeed numerous ; but many of them are in many respects ill-provided. The advances ours has made,

and the instrumentalities it possesses, show not only how much has been done in a few years, but how much more may yet be effected, and how much greater progress made.

To accomplish this, several things are necessary.

First. That public interest should be kept alive on the subject, and people of all classes made to regard the education and encouragement of the blind as a social necessity and moral duty.

Second. That some from among our eminent citizens, who have the ability and leisure, should devote a portion of their time to the study of the subject.

Third. That the wealthy should contribute of their means.

Fourth. That the State should continue to grant direct aid from the public treasury, and the municipalities to favor and facilitate the admission of indigent pupils.

Finally. That the great community at large should be prepared to receive back into its bosom, and furnish with employment, those of the blind who have been educated in, and graduated from, its public institutions.

Progress in this direction is only to be made by the expenditure of thought, study, labor, and money.

INSTRUCTION, BOOKS, AND APPARATUS.

The Institution is in an excellent condition in all its departments, and continues to grow in usefulness and importance from year to year. The modes of instruction followed in its various departments are of the most approved character, and its graduates

will bear comparison in point of intellectual attainment with those of any of our public schools. Its instructors are unexceptionable in point of character and ability, and its appliances are extensive and well selected. Its musical and tuning departments, supplied with an excellent corps of zealous and talented instructors, and furnished with a complete collection of piano-fortes, organs, and all the instruments necessary for a thorough musical education, are the best of the kind in the world.

Any unprejudiced and fair-minded person will find, on careful examination, that the management of the Institution has spared neither pains nor expense since the time of its foundation, either in making improvements in the art of printing embossed books and constructing school apparatus for the blind, or in introducing such of those made elsewhere as seemed best calculated to benefit its pupils and to promote their real interests.

The establishment has thus come to possess an extensive library, containing all the important books printed for the use of the blind in this country and in Europe, as well as a large collection of globes, relief and dissected maps, ciphering-boards and types, tablets for point-writing, etc., etc.

TRADES AND TELEGRAPHY.

Mention has been made in previous reports of the detriment sustained by blind workmen from the application of machinery to some of the trades in which they are employed.

Every year brings new inventions and innovations,

and every year the hand laborer finds that his wares are less in demand than the preceding. It is very plain whither this leads. New paths of industry must be opened to the blind, as well as to the seeing workman, who loses his bread by the rapid march of improvement, which, although beneficial to the many, is sometimes disastrous to the individual.

The need of a more extended field of labor and employment for the blind has been particularly felt, and different modes of supplying the deficiency have been suggested.

It has been thought that blind people might be successful in filling travelling agencies, and the experiment has been tried with satisfactory results. An intelligent young blind man, with good talent for business, makes an excellent travelling agent for any house. It is not probable, however, that any great number will at present find occupation in this calling. Their introduction as agents will probably be gradual.

Harness-making has proved to be one of the trades at which the blind can work to advantage. It has been successfully tried in the Arkansas School for the Blind, and its adoption by other institutions was recommended at the last meeting of the American Association of Instructors of the Blind, held at Batavia.

There is, however, a trade less laborious and more lucrative which we would gladly see opened to the blind; to wit, that of telegraphy. It is very desirable that the intelligent blind youth of the present day should become initiated in this art. Its operations are simple, and its practice may be made very profit-

able. The machinery used is not of a dangerous nature, and an intelligent young blind person could easily learn its management. It is well known that the clerks employed in telegraph offices to receive messages, depend mostly upon the sense of hearing for their interpretation, and there is no doubt that blind people could be taught to receive these messages with as great facility as the seeing.

The cost of establishing telegraphic communication between our main building, cottages, school-house, engine-house, workshop, and stable would be small, and our pupils could be gradually instructed in the art of receiving and transmitting messages.

There is every reason to believe that proficiency in this most modern of all the modern trades and callings would prove of great benefit to our graduates in after-life, since, although all could not hope to turn such knowledge to account, there would, doubtless, be many to whom its possession might prove useful and profitable. The plan is simple and practical, and its introduction might result in great advantage to the blind.

SEPARATION OF ADULTS FROM JUVENILES.

Persons not familiar with the organization and workings of an institution of this kind, have the erroneous idea that old and young are thrown together, and that the adult blind and children mix indiscriminately in its work-rooms and classes. This is far from being the case, and would be no more admissible than in schools for education of ordinary youth.

In the first place only a limited number of adults is received, the principal object of the school being the education of blind youth; but even the few who are admitted as apprentices, are lodged by themselves, in separate quarters, and go daily to their work in the department for adult blind men and women. This department is conducted on the principle of entire separation from that of the juveniles. The persons therein employed stand in the same relation to the Institution that ordinary workmen hold to factories and similar establishments. Nothing more is expected from them than is required in all well-regulated workshops. They must come punctually to the shop, and occupy themselves diligently during work hours. After that they go their own ways to their several homes, while the few apprentices boarding at the Institution go directly to their separate quarters.

CONCLUSION.

In closing this Report, the Trustees are happy to state that the affairs and interests of the Institution are managed judiciously and satisfactorily. Nothing is omitted, within the means of the establishment, which may contribute either to the improvement of the pupils, or to the comfort and safety of the household; while, at the same time, everything is done under the guidance of wise economy and prudent management. The various departments are all judiciously arranged, and the whole system of instruction and training is calculated to fit the pupils for a life of respectability and usefulness.

Finally, we cordially invite the members of the Corporation, and those of the Legislature, and the Executive of the Commonwealth, to visit the Institution as often as they conveniently can, and to make themselves thoroughly acquainted with all its workings. We feel confident that they will find satisfactory evidence that the general harmony and goodwill which prevail throughout the establishment, the zeal of its officers and teachers, and the comfort and improvement of all its inmates, are subjects for heartfelt congratulation.

For details respecting the condition of the several departments of the Institution, we refer you to the report of the Director, hereto appended.

All of which is respectfully submitted by

ROBERT E. APTHORP,
EDWARD N. PERKINS,
JAMES STURGIS,
JOSEPH B. GLOVER,
JOHN S. DWIGHT,
GEORGE W. WALES,
JOSIAH QUINCY,
HENRY LEE HIGGINSON,
ANDREW P. PEABODY,
FRANCIS BROOKS,
SAMUEL G. SNELLING,
J. THEODORE HEARD,

Trustees.

Boston, Oct. 20, 1875.

At the annual meeting of the Corporation, summoned according to the by-laws, and held this day at the Institution, the foregoing was adopted and ordered to be printed, and the officers for the ensuing year were elected.

SAMUEL G. HOWE,

Secretary of the Corporation.

OFFICERS OF THE CORPORATION.

1875-76.

President.

SAMUEL ELIOT.

Vice-President.

JOHN CUMMINGS.

Treasurer.

HENRY ENDICOTT.

Secretary.

SAMUEL G. HOWE.

Trustees.

ROBERT E. APTHORP.
EDWARD N. PERKINS.
JAMES STURGIS.
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GEORGE W. WALES.
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JOSIAH QUINCY.
HENRY LEE HIGGINSON.
JOHN S. DWIGHT.
FRANCIS BROOKS.
ANDREW P. PEABODY.
J. THEODORE HEARD.

Monthly Visiting Committee:

Whose duty it is to visit and inspect the Institution at least once in each month.

1876.	1876.
January, . . . R. E. APTHORP.	July, . . . A. P. PEABODY.
February, . . . FRANCIS BROOKS.	August, . . . E. N. PERKINS.
March, . . . J. S. DWIGHT.	September, . . . JOSIAH QUINCY.
April, . . . J. B. GLOVER.	October, . . . S. G. SNELLING.
May, . . . J. T. HEARD.	November, . . . JAMES STURGIS.
June, . . . H. L. HIGGINSON.	December, . . . GEO. W. WALES.

THE REPORT OF THE DIRECTOR.

To the Board of Trustees.

GENTLEMEN:—The quarterly reports which I have had the honor of submitting to you, have narrated passing events, and set forth in detail the operations of the divers departments of this Institution. The following may be considered as a review or *résumé* of those reports, accompanied by some thoughts and reflections upon various topics of interest connected with the subject.

The past year has been one of general prosperity with the Institution.

There were one hundred and eighty-two blind persons connected with the establishment at the beginning of the year. There have entered since, thirty; thirty-six have been discharged; so that the present number is one hundred and seventy-six.

Of these, one hundred and fifty-nine are in the school department proper, and seventeen in the work department.

The first class includes one hundred and forty-seven boys and girls enrolled as pupils and apprentices, seven teachers, and five domestics.

The second class comprises thirteen men and four women employed in the workshop for adults.

The number of applicants is steadily increasing, and all whose age and condition render them fit subjects for education at an institution of this kind are promptly admitted.

GENERAL HEALTH, ETC.

The health record of the Institution varies, of course, from year to year.

No deaths have occurred in the establishment for a number of years, but the health of the household is necessarily more or less affected by the condition of the surrounding neighborhood.

Scarlet fever, diphtheria, and measles were prevalent in Boston during the winter, but only the last named of these epidemics penetrated within the walls of the Institution, and that in a very light form.

On the first appearance of the disease, notice was sent to parents and friends, and all necessary measures were taken for the care of the sick. The little patients, eight in number, were kept in a ward by themselves, and were carefully nursed and tended. All recovered quickly; and with this exception, the health record has been as good as usual. Indeed, in the girls' cottages, it has been better perhaps than that of the community at large. There have been no epidemics and no cases of serious disease, or even of severe indisposition.

This exemption may be regarded as the legitimate result of careful supervision, and a system of training and regimen, based upon the laws of hygiene and physiology, and sanctioned by long experience and almost uniform success.

SYSTEM OF INSTRUCTION AND TRAINING.

As has been stated in previous reports, this Institution is not intended to be an asylum, but a school for blind youth of both sexes. It proposes, not to provide them with a permanent home, or temporary refuge, but to furnish them with the facilities for a thorough practical education, and thus enable them to become self-supporting.

To this end a system of instruction and training has been adopted, which, although not differing in its main points from those used in our public schools, is in some of its details better adapted to the peculiarities of the class of children for whose special benefit it is intended. This system is broad and liberal in its views, and practical in its purposes. It is conducted upon sound principles, and aims at attainable results. It is free from vague theories and Utopian ideas.

Among the instrumentalities employed for carrying it out, the following are the principal:—

First. Study in the school-room, accompanied by oral instruction given by competent teachers.

Second. Lessons and practice in vocal and instrumental music.

Third. Thorough practical training in tuning and repairing piano-fortes, with study of their mechanism.

Fourth. Instruction in some simple trade, and work at some domestic or mechanical occupation.

Fifth. Plenty of regular physical exercise, both in the open air and under shelter.

The main object of all these instrumentalities is to give to the pupils a store of useful knowledge; to develop in them the æsthetic sense; to train them up in virtuous and industrious habits; to cultivate and strengthen their mental and bodily powers by systematic and constant exercise; and, lastly, to make them hardy and self-reliant, so that they may go out into the world, not to eat the bread of charity, but to earn a livelihood by honest work.

The pupils' time is divided between the various occupations of the school-rooms, music and tuning rooms, and work-rooms; but the several departments of the establishment are so organized that they work harmoniously, and there is no friction between any of the parts.

THE SCHOOL PROPER.

Nearly the same course of study has been pursued by the pupils in the intellectual department as in the preceding years, and generally with great thoroughness. Reading, spelling, writing (both with a pencil and in points), arithmetic, geography (civil and physical), history (modern and ancient), natural philosophy, physiology, geometry, algebra, astronomy, rhetoric, civil government, and mental philosophy, are carefully taught and eagerly acquired.

This course embraces all the branches taught in our best common schools, and most of our pupils give as close attention, and understand their lessons as well, as seeing scholars of the same age.

German and Latin, and sometimes French, are taught to special classes; but our principal design is to

give to all our pupils a good, solid English education, and to enable them, not only to acquire a creditable amount of general knowledge and useful information, but to impart it to others with accuracy and clearness.

The various divisions into which the pupils are classed were reorganized at the close of the last term. Some of the old classes have been recast, and new ones formed.

There is great difference in the ages and condition of our scholars, as well as in the advantages which they have enjoyed, and the training they have received, before entering the Institution. Some of them have attended school, and acquired a fair amount of knowledge, before losing their sight. Others, although born blind, have been taught at home to distinguish the letters of the embossed alphabet, have been trained in spelling, and have been instructed in the elements of arithmetic and geography. Others, again, do not know the capital of their own State, and have never heard of the multiplication-table. In order to do justice to all, our classes are necessarily small, and the number of teachers large. This, of course, increases the cost of instruction; but cheapness is no more applicable in equipping an educational establishment, than in officering and fitting up an army. Indeed, of all kinds of poor economy, that which will admit the packing a large number of pupils of different ages and mental capacity into one large division for the sake of saving the salary of an additional teacher, is the poorest.

The school is under the charge of six young ladies,

three of whom teach principally in the boys' department, and three in the girls'.

These ladies are well fitted for the positions which they occupy. They are earnestly interested in the calling they have chosen; and the patience and devotion which they have shown in the discharge of their duties is steadily winning for them the esteem and affection of their pupils, and the appreciation and confidence of the management of the Institution.

DEPARTMENT OF MUSIC.

Great attention has continued to be paid during the past year to the study of music, both in its practice as an art and in its theory as a science.

Instruction has been given to a large number of the pupils by a corps of five talented and able resident teachers, assisted by a few of the advanced scholars, and great facilities for musical culture have been afforded. The services of eminent professors in the city have been promptly employed whenever special instruction on some particular instrument was required; and one of the best vocal teachers in Boston has been, and is still, giving lessons in singing and vocal training to an advanced class.

Some of our blind people have also profited at times by the instruction given in the conservatories of music.

Opportunities for hearing the works of the best masters interpreted by prominent artists, have been eagerly sought and amply enjoyed by our students of music. In fact, nothing has been omitted which can contribute to the improvement of the ear, the

culture and refinement of the taste, or the attainment of excellence in the art.

Our collection of the necessary appliances for a thorough musical education is more complete, and in better condition, than ever before. New instruments have been added during the past year, and several of the older ones repaired and put in good order. Our piano-fortes are numerous, and in excellent condition, and our facilities for thorough practice are uncommonly good. The large church-organ, as well as the three smaller ones, does excellent service in our system of musical education.

Most of our pupils show a keen appreciation of these invaluable facilities, and many of them try by steady application and unflagging industry to turn them to the greatest advantage. A class of advanced scholars have given considerable attention to the study of the literature of music, and a great amount of matter referring to this subject has been written out by them in the Braille system. In short, the condition of our musical department continues to be as flourishing as can be desired, and new recruits from the more talented among the pupils are continually swelling its numbers.

This department is necessarily regarded as one of the most important instrumentalities in our system of training. A good course of musical instruction, while affording an abundant source of pleasure to the blind, is one of the most effective agencies in imparting to them a thorough general education. It gives to our pupils a certain degree of culture, and develops their æsthetic sense. It refines their taste, and contributes

to the elevation of their character; and, above all, it puts them in a position to compete successfully with those who have been better fitted by nature for the battle of life, and secures to them the means of earning a respectable livelihood, and even of laying up a comfortable competency.

TUNING DEPARTMENT.

Special attention has for many years been paid in this Institution to the art of tuning and repairing piano-fortes, and no pains or expense has been spared in providing the best means of instruction in this important calling.

The system of training pursued in our tuning department is both thorough and comprehensive. The lessons are accompanied by a constant examination and study of the mechanism of the piano, which renders the pupils familiar with the principles upon which the instrument is constructed, and enables them to acquire a thorough knowledge of its parts and workings.

Our advanced class of tuners have excellent opportunities for practical observation and improvement in their art. Besides their regular daily practice, they tune all the piano-fortes of the establishment, and those of our customers. Last year they took to pieces and thoroughly reintegrated a number of old piano-fortes, putting in new hammers and strings, and rendering the instruments as good as new. The work was done in a very satisfactory manner, and its execution afforded the pupils an excellent opportunity for studying the internal mechanism of piano-

fortes. Such practice is as valuable to tuners as the study of anatomy is to physicians or surgeons. It gives them a thorough command of their art, and enables them to undertake and execute the most difficult commissions successfully and satisfactorily.

The graduates of our tuning department generally meet with favor and encouragement from the public, and are, as a whole, successful. Most of them earn a good livelihood by tuning and repairing piano-fortes for private families, while a few are employed in factories.

There is a strong pressure for admission into this department, and our young blind men are generally very anxious to learn to tune.

This is natural. The art of tuning is a lucrative one, and its practice is not nearly so difficult as that of some other callings. It does not require of its devotees that special talent, and those high mental qualifications, which are indispensable requisites in a good teacher of music. It is mechanical, rather than scientific. A young blind man, drilled in the elements of music, and endowed with a good ear and a fair amount of mechanical skill, can learn without difficulty to tune and repair piano-fortes; while very few men, whether seeing or blind, can become first-class musicians.

But, difficult as the task is, we are obliged to resist this pressure, and to be very careful in the selection of candidates. A tuner, as well as a teacher, must not only be master of his art or profession in all its details, but a man of stainless character, of good address and natural refinement. He must

be clean, tidy, and free from objectionable habits. He must win, by his skill and manners, the confidence and esteem of his customers, otherwise he will not be allowed to enter their parlors for any length of time, and will thus injure, not only his own prospects, but the reputation of others belonging to the same class with himself. People may be willing to confide their old furniture to a common blind workman for repairs, or even to buy the wares of a poor blind artisan in order to help him, but they will not intrust the instruction of their children, the care of an expensive piano-forte, or the use of their parlor to an ignorant, unscrupulous, rude, or untidy man.

No teacher of music, performer, or tuner of piano-fortes, is indorsed by this Institution, or recommended to the patronage of the public, unless his instructors here have been able conscientiously to give him certificates of ability and skill in their special branches.

WORK DEPARTMENT.

The report of this department for the past year must necessarily be brief, as no changes have occurred, nor any new developments taken place in its workings.

In the juvenile department, the boys have been taught to seat cane-bottomed chairs; and some of them have worked successfully at this trade. Brooms have also been made during a part of the year; but the broom-corn market has been so irregular, and its prices so exorbitant, that we have been unable, during most of the time, to obtain a good supply of stock at a reasonable, or, indeed, at any price.

In the department for adults, the men have been kept as busy as usual, and a fair amount of work has been done. Considering the general state of business in this and other countries at this time, and its effect upon all kinds of industry, our work department is not any more depressed than other similar enterprises in this community.

The balance against this department for the past year, is \$2,764.81; and the amount paid to blind men and women for work done by them, \$3,471.21.

GOVERNMENT AND DISCIPLINE.

The government of the establishment is, in its main features, the same as that of any well-regulated family in the neighborhood. It is neither based on arbitrary rules, nor on such unreasonable exactions as would tend to isolate the pupils from general social relations and influences, and develop in them monastic habits. Of course, the size of our household, and the thorough and systematic performance of our work, require such special regulations as are necessary to avoid confusion, and to secure the regular and unobstructed movement of all parts of the machinery; but even these are few in number, and of a very simple character.

The discipline of the school has been conducted on the same general principles as heretofore. No corporal punishment, or harsh treatment of any kind, has been allowed. Moral suasion, accompanied by kindness and gentle firmness, forms the main feature of our system of discipline; and our pupils have conducted themselves in such a way as to prove

its efficacy. Not only have they shown that eagerness for study, and desire for mental improvement and æsthetic culture, which are characteristic of the blind generally, but they have, moreover, been almost uniformly docile and well-behaved. Though under the instruction, and, for the most part, under the government of young women, they have, nevertheless, rendered ready obedience to all that has been required of them.

EDUCATION OF THE BLIND.

Books, Apparatus, etc.

In a report on printing embossed books and making apparatus for the use of the blind, submitted to the American Social Science Association by its special committee, and read at the general session held at Detroit in May last, a somewhat one-sided view was given of what has been done in this direction.

The author of this document, after pronouncing the appliances used in teaching the blind antiquated and insufficient, recommends that the care of producing suitable books and apparatus for their use should hereafter be intrusted to men following the calling of mechanics.

The following remarks are offered, rather in deference to the wishes of friends of the Institution, than from a feeling that the establishment itself needs any defence or other testimony to its usefulness, than that of the hundreds of well-taught graduates now living as industrious and respected citizens in

different parts of New England and of the United States in general.

In all the branches of instruction for the blind, aid and assistance are derived from the use of books and apparatus adapted to the sense of touch ; but, as has formerly been stated in these reports, the common notion that the sole or chief reliance is placed upon books printed in raised letters is erroneous. The most important thing is oral instruction,—the living word fresh from the teacher's lips. Text-books for the blind, like those for the seeing, are very useful when employed as sticks to walk with, and not as crutches to lean upon. But, although text-books play an important part in the instruction of any pupil, books of history, science, and general information are equally indispensable, if not more so ; and this is fully as much the case with the blind as with the seeing. For this reason the work of creating a library engaged my attention from the date of the foundation of this Institution, no less than that of devising such implements as were needed in order to enable the blind to write, cipher, and acquire a knowledge of geography.

I arranged an alphabet and planned such improvements in the printing of books and construction of apparatus as seemed to me necessary to reduce them in size and cost, increase the facility with which they were used, and promote their adaptability to the purposes for which they were made. A press was ordered, the means of fitting up a printing-office were raised, and the work was begun. It was carried on vigorously and successfully ; and in a few years

thousands of copies of some select text-books and books of reference were printed, and all kinds of appliances and apparatus adapted to the sense of touch were made here, and put in the hands of the blind in this country and in England. As there was nowhere a permanent fund to support this enterprise, however, I had great difficulty in begging the money from various sources; but, although the obstacles were numerous and sometimes disheartening, the work was carried on with occasional interruptions until very recently, when it was again stopped for lack of means.

In all these years, and under all circumstances, this Institution has never ceased to make improvements in the processes and appliances for printing books, embossing maps, and constructing apparatus for the use of the blind. Its management has always been eager, not only to increase the facilities for their instruction and training, and to profit by the experience of those engaged in the work elsewhere (without failing to acknowledge *suum cuique*), but to give encouragement to all other establishments desirous of promoting the same ends.

Library.

Thus our establishment possesses a large library composed of valuable books in embossed letters of various kinds, printed in this country and in Europe. With this a circulating library is connected, from which, not only the graduates of our own school, but the blind of New England, and many in other parts of the United States, borrow books for reading at home, without charge.

Maps and Globes.

The facilities which this Institution affords for the study of geography, are equal to those offered in our best public schools. There is in our establishment a large supply of maps and globes of different kinds, sizes, and materials, made in various parts of the world.

The most perfect wall-maps in relief, are those made here for the use of our own pupils, as well as for the accommodation of other establishments. They are renewed as often as necessity requires, and improved by such alterations and additions as careful study and the light of experience suggest.

One was made last year, and we are now preparing to execute a complete new set. The maps recently constructed are far superior to those made thirty years ago.

To these have been added, at different times, numerous maps and globes adapted to the sense of touch, made in Germany, England, France, Belgium, Switzerland, and Italy. A more complete collection than ours can hardly be found.

I have also imported a number of embossed maps for class work from England. The outlines of these maps are bold and stiff, and their finish is very satisfactory. They are durable, and may be imported for a mere trifle, so that each pupil can have one at his desk. Indeed they cost less than the materials alone would cost here.

For these, as well as a number of other useful appliances, the blind are indebted to Dr. T. R.

Armitage, the indefatigable Secretary of the British and Foreign Association for promoting the education and employment of the blind.

Dissected maps were introduced into this Institution as early as the year 1839, and their importance in the study of geography was fully appreciated. But although no efforts were spared in improving the construction of these maps, they were for many years far from satisfactory. At length Mr. B. B. Huntoon, Superintendent of the Kentucky Institution for the Blind, has succeeded in modelling the best dissected maps for physical geography ever yet made. The management of this Institution has promptly patronized the enterprise, and offered to encourage its continuance. This set of maps will, when completed, prove a great addition to the facilities for the study of geography both by blind and seeing children, as well as an ornament to any school-house.

Ciphering-Boards and Types.

The ciphering-boards, or slates, used in this Institution, are as perfect as can be made anywhere. The original ones were imported from Europe in 1832. They were of lead, and were very clumsy and unsatisfactory. They were modified, however, under my supervision, their utility increased, and the process of performing mathematical problems with them simplified. But George Eaton, one of our graduates, has made a wooden board which surpasses all others, and is now extensively used. It is neat, light, and very convenient. It is also quite durable, being made mostly by hand ; the square holes are not per-

forated, but made by fitting strips of hard wood crosswise into a frame, and fastening them in firmly.

The types first introduced here from Europe were no less objectionable than the slates. They were of lead, and not only soiled the fingers, but had in some cases a slightly injurious effect upon the fineness of the touch. Wooden ones were made by Mr. Eaton, but were too light, and easily displaced and lost. We next attempted, a few years since, to introduce types made of porcelain; but this proved unsuccessful, since the amount of work required for the process of polishing and finishing rendered them too expensive for common use.

Finally, after many unsuccessful trials, I had glass types cast, which have given great satisfaction, and taken the place of all other kinds.

Writing-Cards and Tablets.

The appliances furnished by this Institution for writing according to all the various systems now in use, are worthy of mention for their variety and moderate cost. Our grooved paste-boards, for common or square handwriting, meet with great favor. They are well made, strong, and convenient, and are in extensive use in this country, in Canada, and in England. A supply of five hundred was recently exhausted in a short time, and a new one of nearly a thousand is at hand to meet the demand.

Tablets for point-writing of all kinds are also furnished here, at an expense varying from one dollar and twenty cents to two dollars apiece. It is hardly possible to reduce the price of these tablets without

affecting their durability and utility. Our supply consists of a variety of tablets made here as well as in Indianapolis and London, and our pupils have the privilege of choice:

Thus our facilities for point-writing are unsurpassed, and, with the exception perhaps of the New York Institution, there is more literary and musical matter "pricked" here than in any other Institution in the country.

General Remarks.

Such is, in brief, the history of the art of printing for the blind in this country, and such are the facilities afforded for their instruction. A thorough examination of these facilities will show that this, as well as most of the leading institutions for the blind in America, is amply provided with the apparatus necessary for imparting to its pupils a liberal, and, at the same time, a thoroughly practical education. Neither pains nor expense has been spared for this end, and much thought and study have been devoted to the increase and improvement of apparatus. Indeed, all the new inventions and processes, about which so much is said in the report of the committee of the American Social Science Association, have long been in use by the American Printing-House at Louisville, Kentucky, with great success.

Although most of these plain facts would be apparent to a candid and impartial observer, they have been little attended to by the committee of the American Social Science Association, and the whole

system of the education of the blind has not been impartially represented in their report.

As a tree is judged by its fruit, so is a system of education by its results. A high standard of scholarship can no more be attained in an educational establishment lacking the proper methods and scantily provided with the most indispensable tools, than good fruit can be brought forth by corrupt trees.

Let us now consider the results of the system of education for the blind adopted in this country, and judge it thereby. In order to do this properly, however, we must look back through a few pages of history, examine the social and moral condition of the blind in Europe and in this country, and draw a brief comparison between the two.

In many Christian countries, the terms blindness and beggary are not very far from being synonymous, even to-day. In England and all over the Continent the blind are still regarded as a class of dependents, and to most people the appearance of a blind person instantly suggests the idea of beggary. The efforts organized in Europe during the present century for the assistance of the blind, and the amelioration of their condition, have met with considerable success; but any one who passes by the churchyards, and through the thronged streets of the larger European cities, is frequently and forcibly reminded of old Bartimeus begging from the passers-by, cap in hand.

Fifty years ago the case was nearly, if not precisely, the same in this country; but during the last half century a remarkable revolution has been effected.

As soon as the claims of blind children to share in the benefits of common school education were acknowledged, and this privilege was conceded as a matter of right, and not of charity, special schools for the blind were established, appliances for their instruction were contrived, and a general system of education was adopted. This system was so arranged in all its particulars as to cultivate the intellect of the pupils, to improve their moral nature, and to increase their capacity for industry and self-support. It was faithfully and diligently carried out by several companies of zealous and earnest workers, and its effect upon the moral character, the mental ability, and the social position of the blind in America can hardly be overestimated. A blind man is no longer necessarily classed among paupers and dependents. Lack of sight is no longer a barrier in the way of exercising various callings and professions, and of filling positions of usefulness and distinction. There will be found among the graduates of the institutions for the blind in this country, not only ingenious mechanics and skilful work men and women, but good writers, talented musicians, and able teachers. Taken as a whole, the blind of to-day abhor the idea of dependence, and strive to become industrious members of society, and useful citizens. They are brought up to regard individual independence as one of the essentials of human happiness, and the ability to work as its only secure basis. They have, in short, so raised themselves in the esteem of their fellow-citizens, that they are no longer regarded as objects of pity or charity.

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These results could not have been brought to pass by using insufficient means or antiquated appliances; nor could such men as Churchman and Sturtevant, Patten and Bacon, Penniman and Babcock, Lane, Harris, and Van Cleve, and many other graduates of institutions for the blind in this country, have distinguished themselves as they have done, as superintendents, writers, scholars, lecturers, and instructors, unless they had been brought up in schools possessing good teachers, good appliances, good books, and good methods of training.

A few words on the construction of implements for the use of the blind will close these remarks.

In contriving tools for the purpose of conveying information to the brain by means of the sense of touch, two distinct operations are to be performed.

First. The anatomy of the sense of touch, and all its relations to the nervous system, are to be studied, and plans and methods to be devised on the basis of sound scientific principles.

Second. Mechanical appliances are to be contrived for the carrying out of those plans and methods.

The first of these two operations is one requiring thought, study, and experience. It demands a person of more than ordinary mental ability. The man who undertakes it must be guided by enlightened observation and experience, and possess a thorough knowledge of anatomy, physiology, and mental philosophy.

The second operation is simple and practical. A man of mechanical ingenuity, no matter how ignorant of the sciences he may be, can contrive the necessary mechanical appliances for carrying it out.

But the contrivances of an uneducated person are not always those best adapted to educational purposes. For instance, an ordinary mechanic considers it an easy task to make a new alphabet by superimposing dots upon an embossed Roman letter of lower-case, and thus to meet the requirements of both blind and seeing; but to the experienced scholar the arrangement of these dots is a very difficult problem, requiring a little more than mere mechanical ingenuity for its solution.

Again, a skilful carpenter (a resident of Providence, R. I.) conceives the idea of making metallic guides for point-writing, large enough to cover an entire page. Experience shows, however, that there are more obstacles than facilities in the way of using such guides, and the project is therefore abandoned.

In endeavoring to benefit any class of people, it is necessary, not only to wish them well, but to know by experience what they most need, and what are the best and wisest methods of assisting them. It has been aptly remarked that philanthropy is a science; and this truth should always be borne in mind by those who have the interests of humanity most sincerely at heart.

For reasons such as these, a printing-house for the purpose of furnishing the blind with books, would be of very little use to them, if left wholly to the guidance of uneducated mechanics. An establishment of this kind, in order to do its work properly and successfully, should be under the direction of a committee of men specially fitted by culture and experience for the charge. This committee should study

the whole matter carefully in all its bearings, receive suggestions, and decide upon such improvements and alterations as they found to be based upon scientific principles, and warranted by enlightened experience.

The printing-office of this Institution, which has always been supported by voluntary contributions, is temporarily closed for lack of funds. It will be reopened, however, as soon as the requisite means for continuing its work are provided. Meanwhile the blind are furnished with books by that excellent Institution, the American Printing-House, which is pushing the work vigorously forward, and issues a number of valuable books every year. This establishment has been chartered for years, and its work is carried on in the Institution for the Blind at Louisville, Kentucky. It is managed by a board of high-minded and public-spirited men, and supported by several of the Western and South-western States. It is provided with the necessary appliances for carrying on so important a work successfully, and has for some time past made more improvements and put into practice more processes for stereotyping and reprinting embossed books than could have been devised by any company of mechanics or artisans. Its administration is guided by a liberal policy, and it enjoys the confidence, and has the hearty coöperation, of all the institutions for the blind in this country.

Respectfully submitted by

SAM'L G. HOWE.

DR. PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND, in account with H. ENDICOTT, Treasurer. CR.

To cash paid on Auditor's drafts, . . .	\$66,164 68	By balance cash on hand, Sept. 30, 1874, . . .	\$10,427 12
balance to new account Sept. 30, 1875, . . .	12,862 57	cash from State of Massachusetts, . . .	30,000 00
		Rhode Island, . . .	7,975 00
			3,975 00
			1,650 00
			1,500 00
			16,887 64
		Work-room, . . .	102 50
		Note of G. Harris, . . .	601 27
		T. D. Roche, . . .	800 00
		Interest on N. Y. Central R. R. Bonds, . . .	320 00
		Dividends, Fitchburg R. R. Co., . . .	300 00
		Dividends, Boston and Providence R. R. Co., . . .	549 06
		Rent, Oxford St. Estate, . . .	485 67
		Rent, Prince St. Estate, . . .	794 13
		Interest on deposit, . . .	3,159 86
		Sundries through Dr. Howe, . . .	
	\$79,027 25	By balance cash on hand, Sept. 30, 1875, . . .	\$79,027 25
			\$12,862 57

Boston, Sept. 30, 1875.

E. E.

HENRY ENDICOTT, Treasurer.

The undersigned, a committee appointed to examine the accounts of the Perkins Institution and Mass. Asylum for the Blind, for the year 1874-5, have attended to that duty, and hereby certify that they find the accounts properly vouched and correctly cast, and that there is a balance in the hands of the Treasurer of twelve thousand eight hundred and sixty-two and fifty-seven hundredths dollars. The Treasurer also exhibited to us evidence of the following property belonging to the Institution: Deed of house, No. 11 Oxford St., valuation \$10,500; 30 shares Boston and Providence R. R. Co., at \$148 per share, \$4,440; 40 shares Fitchburg R. R. Co., at \$126.50 per share, \$5,060; 5 bonds N. Y. Central R. R., \$1,000 each, at \$940, \$4,700.

G. HIGGINSON, }
A. F. FROTHINGHAM, } Auditing Committee.

DETAILED STATEMENT OF TREASURER'S CASH ACCOUNT.

DR.

1874-1875.

To drafts of the Auditors of Accounts, . . .	\$66,164 68
cash on hand, Sept. 30, 1875, . . .	12,862 57
	<hr/>
	\$79,027 25
	<hr/>

CR.

1874.

Oct. 1. By balance from former account cash, . . .	\$10,427 12
Cash from rent of Prince Street estate, . . .	\$75 00
Less for connecting gutters with drain, . . .	39 33
	<hr/>
	35 67
7. Cash State of Massachusetts, . . .	7,500 00
13. " Rhode Island, . . .	4,250 00
Nov. 2. rent of Prince Street estate, . . .	75 00
6. N. Y. Central R. R. coupons, . . .	150 00
21. rent Oxford Street estate, Sept. 10 to Nov. 10, . . .	150 00
Dec. 18. note of George Harris, . . .	102 50

1875.

Jan. 13. Cash rent Prince Street estate December, . . .	75 00
---	-------

29. Cash S. G. Howe, as per following:—

Sale of books in raised print, . . .	\$173 99
Tuning, . . .	8 00
Sale of brooms, account boys' shop, . . .	17 25
Income of legacy to Laura Bridgman, . . .	130 00
Edmund Dwight, account of T. Freany, . . .	31 12
Gustavus Ryder, account of son, . . .	140 00
Sale of admission tickets, . . .	27 15
Fred. Mayer, account of son, . . .	80 00
Sale of carryall, . . .	40 50
Town of Richmond, acc't Woodmansie girls, . . .	22 83

Receipts of work department:—

For October, . . .	\$1,857 69
November, . . .	1,477 02
December, . . .	1,271 36
	<hr/>
	4,606 07

5,276 91

Feb. 1. Cash, interest on deposit, . . .	433 38
17. State of Massachusetts, . . .	7,500 00
April 1. " " . . .	7,500 00
2. rent Prince Street estate, January, . . .	75 00
	<hr/>

Amount carried forward, . . . \$43,550 58

Amount brought forward, \$43,550 58

1875.

Apr. 13. Cash S. G. Howe, as per following:—

Mrs. E. Fraser, account of son,	. . .	\$425 00
Mrs. Lodge, present to Laura Bridgman,	. . .	50 00
Income of legacy to " "	. . .	80 00
Sale of books in raised print,	. . .	74 06
of brooms, account boys' shop,	. . .	63 24
Tuning, . . . . .	. . .	26 50
Sale of writing-boards and slates,	. . .	18 53
of old barrels, etc.,	. . .	27 01
of soap grease,	. . .	28 44
of tickets of admission,	. . .	11 85
Mr. Bolles, account of son,	. . .	4 60
Proceeds of concert at East Boston,	. . .	11 80

Receipts of work department:—

January,	\$1,222 33
February,	866 81
March,	1,138 16
	<hr/>
	3,227 30
	<hr/>
	4,048 33

May 3. Cash dividend Fitchburg Railroad Co., . . . 160 00
 " Boston & Providence Railroad Co., . . . 150 00

10. rent Oxford Street estate, Nov. 10 to
 March 10, \$300 00
 Less water tax, \$32 25
 repairs, 18 69

50 94

249 06

June 1. Cash rent of Prince Street estate, February, . . . 75 00
 2. Thos. D. Roche legacy, 601 27
 12. rent Oxford Street estate, March 10 to April 10, . . . 75 00
 29. N. Y. Central Railroad coupons, 150 00
 July 1. State of Massachusetts, 7,500 00
 20. " Rhode Island, 3,725 00
 " Vermont, 1,650 00
 22. rent Prince Street estate, March, 75 00

31. Cash S. G. Howe, as per following:—

Dividend on insurance,	\$10 90
S. G. Howe, board of horse,	133 14
Halifax Institute, for books,	71 15
S. G. Howe, for repairing piano,	32 00
School for I. & F. M. Youth, repairing piano,	80 00
State of Connecticut, for beneficiaries,	3,975 00

Amounts carried forward, \$4,302 19 \$62,009 24

Amounts brought forward, \$4,302 19 \$62,009 24
1875.

Receipts of work department:—

For April,	\$1,340 09	
May,	1,559 76	
June,	1,614 49	
	<hr/>	4,514 34
		<hr/>
		8,816 53
Aug. 1. Cash interest on deposit,		360 75
2. rent Oxford Street estate, April 10 to May 10, .		75 00
Sept. 2. Prince Street estate, April,		75 00
30. dividend Fitchburg Railroad Company,		160 00
“ Boston & Providence Railroad Co.,		150 00

Cash S. G. Howe, as per following:—

State of New Hampshire, acct. beneficiaries,	\$1,500 00
A. M. Wade, account of son,	300 00
Sale of soap grease,	47 67
of brooms, account boys' shop,	24 59
of old junk, etc.,	21 17
Tuning,	3 20
Sale of pricking slates,	32 35
of admission tickets,	33 04
of books in raised print,	193 00
Sales-room, for use of horse and wagon,	500 00
Board of clerks one year,	185 78

Receipts of work department:—

For July,	\$1,060 91	
August,	996 23	
September,	2,482 79	
	<hr/>	4,539 93
		<hr/>
		7,380 73
		<hr/>
		\$79,027 25
		<hr/>
		<hr/>

ANALYSIS OF TREASURER'S ACCOUNT.

The Treasurer's Account shows that the total receipts during	
the year were	\$79,027 25
Less cash on hand at the beginning of the year,	10,427 12
	<hr/>
	\$68,600 13
	<hr/>
	<hr/>

Ordinary Receipts.

From the State of Massachusetts,	\$30,000 00
beneficiaries of other States and individuals,	16,206 05
interest, coupons and rent,	2,958 86
	<hr/>
	\$49,164 91
	<hr/>
<i>Amount carried forward,</i>	\$49,164 91

Amount brought forward, \$49,164 91

Extraordinary Receipts.

From work department for articles made by the

blind,	\$16,887 64	
legacy of Thos. D. Roche,	601 27	
sale of books in raised print,	512 20	
present to Laura Bridgman,	50 00	
sale of books in raised print,	105 08	
tuning pianos,	37 70	
sale of admission tickets,	72 04	
of writing-boards and slates,	50 88	
of carryall,	40 50	
of old barrels, soap grease, etc.,	124 29	
proceeds of concert,	11 80	
dividend on insurance,	10 90	
board of horse,	133 14	
repairing pianos,	112 00	
work department, use of horse and wagon,	500 00	
board of clerks,	185 78	
		19,435 22
		<u>\$68,600 13</u>

GENERAL ANALYSIS OF STEWARD'S ACCOUNT.

DR.

Receipts from Treasurer on Auditor's drafts,	\$66,164 68	
Less balance of draft on hand,	229 92	
		<u>\$65,934 76</u>

CR.

Liabilities of Sept. 30, 1874,	\$1,974 05	
Ordinary expenses, as per schedule annexed,	44,126 27	
Extraordinary " " " " "	19,834 44	
		<u>\$65,934 76</u>

**ANALYSIS OF EXPENDITURES FOR THE YEAR ENDING SEPT. 30, 1875,
AS PER STEWARD'S ACCOUNT.**

Meat, 30,227½ lbs.,		\$4,035 71
Fish, 4,035 lbs.,		254 19
Butter, 5,374 lbs.,		1,918 15
Rice, sago, etc., 584 lbs.,		58 02
Flour and meal,		536 31
Potatoes and other vegetables,		715 18
Fruit,		513 71
Milk, 12,355 quarts,		1,053 11
Sugar, 9,111 lbs.,		984 22
Tea and coffee, 735 lbs.,		179 54
Other groceries,		429 14
Sundry articles of consumption,		603 84
Gas and oil,		338 40
Coal and wood,		2,845 83
Salaries, superintendence and instruction,		13,614 21
Wages and domestic service,		3,861 00
Outside aid,		205 66
Medicine and medical attendance,		26 21
Furniture and bedding,		1,332 47
Clothes and mending,		37 83
Musical instruments,		923 42
Expenses of stable,		1,673 87
of boys' shop,		142 56
Books, stationery, etc.,		1,331 94
Water taxes, etc.,		661 09
Ordinary construction and repairs,		4,351 94
Insurance,		655 00
Travelling expenses,		42 77
Rent of office in town,		497 75
Board of man and clerk during vacation,		87 99
Sundries,		215 21
		<hr/>
		\$44,126 27
Extraordinary construction and repairs,	\$950 87	
Extra rent of store, from 1871,	625 60	
Bills to be refunded,	191 13	
Expenses of work department,	18,067 34	
	<hr/>	
		19,834 44
		<hr/>
		\$63,960 71

GENERAL ABSTRACT OF ACCOUNTS OF WORK DEPARTMENT,
OCTOBER 1, 1875.

Liabilities.

Due Institution for investments at sundry times since the first date,	\$29,372 92	
Excess of expenditures over receipts,	1,179 70	
Due sundry individuals,	1,217 37	
	<hr/>	\$31,769 99

Assets.

Stock on hand, October 1, 1875,	\$5,044 14	
Debts due,	655 68	
	<hr/>	5,699 82
		<hr/>
		\$26,070 17
		<hr/>

Balance against work department, October 1, 1875,	\$26,070 17
" " " " " 1, 1874,	23,305 36

Cost of carrying on workshop,	\$2,764 81
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DR.

Cash received for sales, etc., during the year,	\$16,887 64	
Excess of expenditures over receipts,	1,179 70	
	<hr/>	\$18,067 34

CR.

Liabilities of October 1, 1874,	\$1,021 00	
Salaries and wages paid blind persons,	3,471 21	
" " " seeing persons,	2,517 31	
Sundries for stock, etc.,	11,057 82	
	<hr/>	\$18,067 34

Account of Stock, October, 1875.

Real estate, . . . . .	. . . . .	\$315,400 00
Railroad stock,	\$14,200 00	
Household furniture,	16,581 41	
Provisions and supplies,	1,308 67	
Wood and coal,	3,095 80	
Musical department, viz.:—		
1 large organ,	\$5,500 00	
3 small organs,	730 00	
38 piano-fortes,	8,410 00	
Violins,	217 75	
Brass instruments,	1,821 53	
	16,679 28	
Books in printing-office,	2,481 41	
Stereotype plates,	840 12	
School furniture and apparatus,	2,275 43	
Musical library,	494 90	
Library, books in common type,	864 74	
books in raised print,	11,997 78	
Boys' shop,	194 72	
Stable and tools,	1,348 87	
Carpenter's shop,	57 75	
Boats,	95 00	
		72,515 88
		\$387,915 88

LIST OF EMBOSSED BOOKS

Printed at the Perkins Institution and Massachusetts Asylum for the Blind.

TITLE OF BOOK.	No. of Volumes.	Price per bound Volume of those for sale.	Price per unbound Volume.
Lardner's Universal History,	3	\$4 00	\$2 75
Howe's Geography,	1	2 50	1 50
Howe's Atlas of the Islands,*	1	3 00	-
Howe's Blind Child's First Book,*	1	1 25	-
Howe's Blind Child's Second Book,*	1	1 25	-
Howe's Blind Child's Third Book,*	1	1 25	-
Howe's Blind Child's Fourth Book,*	1	1 25	-
First Table of Logarithms,	1	3 00	1 75
Astronomical Dictionary,	1	2 00	-
Rudiments of Natural Philosophy,*	1	4 00	2 75
Philosophy of Natural History,	1	4 00	-
Guyot's Geography,	1	4 00	2 75
Cyclopedia,	8	4 00	2 50
Natural Theology,	1	4 00	2 50
Combe's Constitution of Man,	1	4 00	2 50
Pope's Essay,*	1	2 00	-
Baxter's Call,	1	4 00	2 75
Book of Proverbs,	1	3 00	1 75
Book of Psalms,	1	3 25	2 00
New Testament (small),	4	4 00	2 75
Book of Common Prayer,	1	4 00	3 00
Hymns for the Blind,*	1	3 00	1 75
Pilgrim's Progress,	1	4 00	2 75
Life of Melanchthon,	1	2 00	1 00
Old Curiosity Shop,	3	4 00	3 00
Shakespeare's "Hamlet" and "Julius Cæsar,"	1	4 00	3 00
Hebrew Melodies and Childe Harold,	1	3 00	2 00
History of United States,	1	3 75	2 50
Child's History of England,.	2	4 00	2 75
Selections from the Works of Swedenborg,	1	-	-
Writing-cards,		\$0 15	
Braille's Writing-boards,		1 25	

Books loaned gratuitously to any blind person who offers sufficient security that they will not be abused, and will be returned.

* Stereotyped.

LIST OF BOOKS AND MUSIC

*Printed and Appliances made by the British and Foreign Association
for promoting the Education and Employment of the Blind.*

[The prices quoted are in English coin.]

BOOKS EMBOSSED IN BRAILLE TYPE.

"Key to Braille reading and writing,"	0s. 6d.
"Key to Braille reading," for the seeing, in ordinary type,	0 0½
"Hymns for Advent,"	0 6
"The Sacrifice," etc., by George Herbert,	0 6
"Birds of Passage," and other poems,	0 6
"Anecdotes of Dogs,"	0 6
"John Gilpin,"	0 6
"Village Blacksmith," and "Psalm of Life,"	0 3
"The Sparrow's Nest," etc.,	0 3
"The Poplar Field," etc.,	0 3
Milton's Samson Agonistes (in preparation),	0 0
Braille Alphabet,	0 0½
The Lord's Prayer,	0 0½
The Lord's Prayer (in contracted Braille),	0 0½
Exercises on the first ten letters,	0 0½
Multiplication-table,	0 0½
Addition-table,	0 0½

MUSIC.

Selections from Hamilton,	0s 9d.
The two first of six progressive Sonatinas (<i>Clementi</i>),	0 9
Six Hymn Tunes — ancient and modern,	0 6
Embossed Key to Musical Notation,	0 6
The same in ordinary type, for the seeing,	0 2
Musical Characters used by the seeing, embossed,	0 6
Braille Index to Musical Characters,	0 6
Musical Alphabet,	0 0½

GEOGRAPHY.

Map of Europe,	1s. 0d.
Map of Europe, plain,	0 6
Guide to Europe,	1 0
Map of England, showing mountains,	3 6
Map of England, elementary, with index,	3 0
Map of Australia,	1 0
Map of Australia, plain,	0 6

Guide to Australia,	0s. 3d.
Map of Palestine,	0 2
Guide to Palestine,	0 2
Map of South America,	0 2
Guide to South America,	0 2
Map of Ireland,	0 4
Guide to Ireland,	0 3
Map of United States,	0 6
Guide to United States (in preparation),	0 0
Map of Scotland (in preparation),	0 0
Globes (made in Berlin),	30 0

Frame and Style for writing Braille,	3 0
Frame and Style for writing Braille, for pocket,	1 6
Style,	0 1
Cards for pencil-writing,	0 0½
The Education and Employment of the Blind, by T. R. Armitage, M. D.,	2 6

The above books and appliances can be had at this Institution at actual cost.

TERMS OF ADMISSION.

Young blind persons, of good moral character, can be admitted to the school by paying \$300 per annum. This sum covers all expenses, except for clothing; namely, board, washing, the use of books, musical instruments, etc. The pupils must furnish their own clothing, and pay their own fares to and from the Institution. The friends of the pupils can visit them whenever they choose.

Indigent blind persons, of suitable age and character, belonging to Massachusetts, can be admitted gratuitously, by application to the governor for a warrant.

The following is a good form, though any other will do:—

"To His Excellency the Governor :

"SIR,—My son (or daughter, or nephew, or niece, as the case may be), named —, and aged —, cannot be instructed in the common schools, for want of sight. I am unable to pay for the tuition at the Perkins Institution and Massachusetts Asylum for the Blind, and I request that your Excellency will give a warrant for free admission.

"Very respectfully, _____."

The application may be made by any relation or friend, if the parents are dead or absent.

It should be accompanied by a certificate from one or more of the selectmen of the town, or aldermen of the city, in this form :

"I hereby certify that, in my opinion, Mr. — — is not a wealthy person, and that he cannot afford to pay \$300 per annum for his child's instruction. (Signed) _____."

There should be a certificate, signed by some regular physician, in this form :

"I certify that, in my opinion, ——— has not sufficient vision to be taught in common schools; and that he is free from epilepsy, and from any contagious disease. (Signed) ———."

These papers should be done up together, and forwarded to the
DIRECTOR OF THE INSTITUTION FOR THE BLIND, South Boston, Mass.

An obligation will be required from some responsible persons, that the pupil shall be kept properly supplied with decent clothing, shall be provided for during vacations, and shall be removed, without expense to the Institution, whenever it may be desirable to discharge him.

The usual period of tuition is from five to seven years. Indigent blind persons residing in Maine, New Hampshire, Vermont, Connecticut and Rhode Island, by applying as above to the Governor, or "the Secretary of State," in their respective States, can obtain warrants for free admission.

The relatives or friends of the blind who may be sent to the Institution are requested to furnish information in answer to the following questions :—

1. What is the name and age of the applicant ?
2. Where born ?
3. Was he born blind ? If not, at what age was the sight impaired ?
4. Is the blindness total or partial ?
5. What is the supposed cause of the blindness ?
6. Has he ever been subject to fits ?
7. Is he now in good health, and free from eruptions and contagious diseases of the skin ?
8. Has he ever been to school ? If yes, where ?
9. What is the general moral character of the applicant ?
10. Of what country was the father of the applicant a native ?
11. What was the general bodily condition and health of the father,—was he vigorous and healthy, or the contrary ?
12. Was the father of the applicant ever subject to fits or to scrofula ?
13. Were all his senses perfect ?
14. Was he always a temperate man ?
15. About how old was he when the applicant was born ?
16. Was there any known peculiarity in the family of the father of the applicant; that is, were any of the grandparents, parents, uncles, aunts, brothers, sisters, or cousins, blind, deaf, or insane, or afflicted with any infirmity of body or mind ?
17. If dead, at what age did the father die, and of what disorder ?
18. Where was the mother of the applicant born ?
19. What was the general bodily condition of the mother of the applicant,—strong and healthy, or the contrary ?
20. Was she ever subject to scrofula or to fits.
21. Were all her senses perfect ?
22. Was she always a temperate woman ?
23. About how old was she when the applicant was born ?
24. How many children had she before the applicant was born ?

25. Was she related by blood to her husband? If so, in what degree,—first, second, or third cousins?

26. If dead, at what age did she die, and of what disorder?

27. Was there any known peculiarity in her family; that is, were any of her grandparents, parents, uncles, aunts, sisters, brothers, children, or cousins either blind or deaf or insane, or afflicted with any infirmity of body or mind?

28. What are the pecuniary means of the parent or immediates relatives of the applicant?

29. How much can they afford to pay toward the support and education of the applicant?

For further particulars, address the **DIRECTOR OF THE INSTITUTION FOR THE BLIND**, South Boston, Mass.

TWENTY-EIGHTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

MASSACHUSETTS SCHOOL

FOR

IDIOTIC AND FEEBLE-MINDED YOUTH.

OCTOBER, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).
1876.

Commonwealth of Massachusetts.

MASSACHUSETTS SCHOOL FOR IDIOTIC AND FEEBLE-MINDED YOUTH, }
BOSTON, Nov. 17, 1875. }

Hon. OLIVER WARNER, *Secretary of State.*

DEAR SIR :—I have the honor to transmit to you a copy of the Twenty-Eighth Annual Report of this institution, for the use of His Excellency the Governor, and of the legislature.

Faithfully yours,

SAM'L G. HOWE.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

MASSACHUSETTS SCHOOL FOR IDIOTIC AND FEEBLE-MINDED YOUTH, }
Boston, Sept. 30, 1875. }

To the Members of the Corporation.

GENTLEMEN:—The undersigned, Trustees, to whom you and the Executive of the Commonwealth have committed the care of this institution, respectfully submit the following Report for the year ending September 30, 1875:—

NUMBER OF INMATES.

The total number of pupils reported at the close of last year was 102. There have entered since, 35; 15 have been discharged, and two have died; so that the present number is 120. The average number in attendance during the past year was about 90.

The number of applicants goes on steadily increasing. This fact arises partly from the increase in the number of idiotic children which must be looked for with the advance of population, but chiefly from the rising esteem and appreciation in which the School is held.

Applications come to us from far and near,—from the West and South,—and this without solicitation on our part, or any effort to make the establishment more widely known than it already is. On the contrary, pains are taken to inform parents thus making application, of the existence of schools of the same sort nearer their own homes. In many instances, however, they prefer placing their children at this institution. Pupils thus come to us from Texas, Missouri, and other distant States, as well as from those more naturally falling within the jurisdiction of the School. Such pupils are paid for by their parents and friends, or by their respective States.

If our numbers continue to increase at the present rapid rate, we shall be called on, ere-long, to provide additional accommodations. It is necessary, however, to resist the pressure for the admission of such pupils as are entirely unable to derive any real benefit from the modes of training and instruction pursued here, and to guard against those other causes of undue increase in numbers, which have been frequently and forcibly set forth in the reports of the General Superintendent, Dr. S. G. Howe.

SANITARY CONDITION.

The health record of the community at large has been below the average during the past year. The long protracted cold weather, together with various minor causes, led to a variety of epidemics among children. Scarlet fever was very prevalent throughout Boston and vicinity, and the institution did not escape the general contagion. Immediately on the

appearance of this dangerous malady within the walls of the School, wards for the sick were established, and notice was at once sent to all parents and friends. The majority replying that they preferred to leave their children at the institution, the school was not broken up. Every precaution, however, was taken to prevent the spread of the disorder; and no effort was spared in ministering to those whom it had already attacked. Considering the general defective organization of idiotic children, their lack of stamina, and their want of vitality and resisting-force, it was feared that the malady would make great ravages among the inmates of the institution. Such, however, was not the result, only two cases having terminated fatally.

The general health of the inmates during the rest of the time has been as good as usual, and the work has been continued without interruption.

DISCIPLINE AND ORDER.

We are happy to report that the discipline of the School has been carried on very satisfactorily, and that perfect order has prevailed during the year. The good conduct of the pupils has been very creditable both to themselves and to their teachers. Their obedience and habitual docility have been remarkably uninterrupted. This is owing, not only to the judicious and kind mode of treatment pursued, but also to the great attention and watchfulness bestowed upon their diet. The utmost care is necessary in regulating the diet of any children, but more especially of those who are imperfect, either physically

or mentally ; otherwise their stomachs become disordered, and hence arise a general derangement of the system and disturbance of the intellect and temper.

INSTRUCTION AND TRAINING.

The general course of training and instruction pursued in the School has been the same as in former years, and has been so often set forth in the reports that it need not be repeated here. A number of improvements, such as occasion seemed to require and experience to warrant, have, however, been effected in the divers departments of the establishment.

The enforcement of the rules respecting bodily exercise in the gymnasium, as well as in the playgrounds, has been productive of very satisfactory results, the general bearing and appearance of the children improving wonderfully under the present system, which includes, dancing, military drill, the use of light dumb-bells, etc.

The condition of the brain depending so much, even in persons of sound normal constitutions, on that of the body, it will readily be seen how important, in the case of these unfortunate children, who are to be raised as nearly as possible to the level of ordinary human beings, is the development of the muscular system and the gradual awakening of the cerebral powers by means of moderate but regular exercise. Without this the improvement of the memory and other mental functions would be small, and not to be relied on.

Among the many cases of improvement worthy of note which our records show for the past year, is one

which is specially interesting from the low and almost hopeless condition whence the subject has been gradually raised.

M. J. has been a pupil of this institution for several years. When first received here, she was unable to walk or to do the least thing for herself. Her mental condition was very low, and she seemed nearly paralytic. She had never worn any article of clothing, with the exception of a chemise; and appeared, in short, rather like one of the brute creation, than a member of the human family. The possibility of ameliorating her condition seemed at first very doubtful, and all exertions in this direction of little avail. By means of patient and long-continued effort, however, she has been trained so as to be able to walk for some distance alone and unsupported, and she already shows a gratifying amount of intelligence.

In all such cases as this, the bodily amelioration can easily be measured by the increase of muscular strength and dexterity, by the improved color of the skin, by the weight (a regular record of which is made and preserved), by the increased animation of the countenance, and by various other indications analogous to these; while the improvement in the mental and moral condition can only be detected by the most careful and minute observation. Indeed, the feeble rudiments of mind and of conscience which these unfortunate children possess, depend so absolutely upon the condition of the body for their elevation or depression, that it seems almost necessary to consider the mental and moral functions as forming

in them a part of the physical organization, and thus to labor to save both mind and body together.

VARIOUS OCCUPATIONS OF THE INMATES.

We do not think it best, however, to extend the exercises beyond certain limits. The moment gymnastics cease to be amusing, they cease to benefit the patient. All feelings of monotony should be guarded against.

This principle, as well as the desire to provide our pupils with the means of earning at least a partial livelihood after they have left the institution, has led to the establishment of a workshop, in which the boys are taught to use various tools. They pick hair, make over mattresses, weave door-mats, make brooms, seat cane-bottomed chairs, etc. Some work out of doors, and learn the use of gardening tools; others saw wood, assist in the laundry and in cleaning the house, sweep and dust the rooms, make the beds, help the attendants in various other ways, and do a number of "chores" about the house and grounds.

The girls are taught to wash and wipe dishes, to set and clear away the tables in the dining-hall, to sweep, to dust, to sew, to make beds, and assist those who are not able to dress and undress themselves; and so render all the help they can in the performance of household duties.

Our object in all this is not to keep the children out of mischief, although their very small mental calibre renders their hours of intellectual effort in the school-room necessarily short; not to get work out

of them, since it is much harder to teach them to work than to perform the labor one's self. It is to develop them, so far as their organization permits, into healthy, active, and industrious men and women, who, when they return to their families at the expiration of their term of instruction and training here, may no longer be regarded by those among whom they live as brute beasts or helpless imbeciles, but that they may be able to bear a helping hand in whatever goes on at home, and even, if possible, earn a partial self-support. They will thus be treated with greater respect and consideration by those among whom their lot is cast, than could have been the case had they been allowed to continue in their original brutish and degraded condition.

We are happy to say that this expectation has already been justified in a number of cases, and there is every reason to hope that these instances will go on increasing from year to year.

STATISTICS ON IDIOCY.

We continue to gather and file away as many facts as possible respecting the physical condition of the idiots, their parentage, their habits, weight, and growth, and their condition after they leave our School. All these form a valuable store of information for physiologists, and especially for the student of idiocy and its treatment. These facts, while they serve at present as aids to the understanding of each individual case, and for the application of the proper modes of training, may be very useful at some future day in deciding important physiological ques-

tions, solving psychological problems, and proving the importance of bringing about certain fundamental changes in the physical life of our community.

TEACHERS AND OFFICERS.

It has not been found necessary to make any changes in the corps of teachers and officers employed by the institution for this year.

This circumstance is to be regarded as fortunate, since every new-comer has to undergo a certain degree of training, and, so to speak, of initiation, in order to become properly fitted for an instructor or companion of idiotic youth.

The education of defective children is a task of more than ordinary responsibility. The teacher is expected to rouse the dormant energies of the pupil, to kindle the feeble sparks of mind which are to be found in a disordered human organism, to ascertain the actual condition of each faculty, and to employ the proper means for calling it into exercise. In order to accomplish all this, she must be a person of more than common character and ability; and it will readily be seen that too great care cannot be shown in the selection of those to whom the training and care of idiotic children are to be intrusted. It must always be borne in mind that the lower the mental calibre of the pupil, the higher should be the capacity of the instructor.

Nearly all the officers and teachers employed in the service of the institution are women. It has always been the policy of its management to employ women to carry on this peculiar but truly missionary

work, since it is generally admitted that they possess in an eminent degree the tenderness of heart, patience, keenness of observation, and practical spirit of benevolence which are indispensable to the carrying on of a work of this kind.

FINANCES.

The Report of the Treasurer, F. W. G. May, Esq., is hereto appended, and sets forth the financial condition of the institution.

Cash on hand, October 1, 1874,	\$663 59
Receipts for the year (aside from loans),	27,288 93
	<hr/>
	\$27,952 52

Paid out for current expenses and 20,500 feet of	
land,	\$31,070 99
Cash on hand, October 1, 1875,	881 53
	<hr/>
	\$31,952 52

Leaving a debt of \$4,000 still due.

This Report is accompanied by an analysis of the Steward's account, giving all the items of the expenditures.

The accounts are audited monthly by a committee of the Board of Trustees. They are all properly vouched, and the Treasurer pays no money except upon requisition from the Auditing Committee.

The Trustees earnestly request that the members of the Corporation will satisfy themselves, by actual examination, that the funds of the institution are wisely and beneficently applied, and then use their personal influence, not only to have the annual appro-

priations sustained, but to bring the establishment under the notice of those wealthy and benevolent persons who may be disposed to make liberal bequests to public charitable institutions.

The various inventories of property which we are required by law to render annually, are herewith submitted.

REPAIRS AND PURCHASE OF LAND.

Considerable expense has been incurred in making ordinary repairs on the buildings and improvements on the grounds. The largest item, however, was for the purchase and fencing in of the lot of land to the east of our premises, containing 20,500 square feet. This was a very advantageous transaction for the institution. It gave us more land, and just where it was most needed. It removed the only obstacle between us and N Street; so that our lot now extends from Eighth Street on the north to Ninth Street on the south, and from M Street on the west to N Street on the east. There is thus no longer any risk of our premises being encroached upon by the rapid growth of the neighborhood. Our access to the sea remains open, and there is little probability of our being disturbed in that direction for a long time to come. We have thus obtained a much-needed enlargement of the grounds, as well as perfect security against all impediments to ventilation.

It is very important for all youth to have plenty of room for play and exercise in the open air, and especially for such a class as make up our family.

NEEDED. REPAIRS AND IMPROVEMENTS.

The regular income of the institution, from state appropriations and various other sources, frugally and economically applied, will suffice for all ordinary expenses, but is not large enough to cover the cost of any extensive repairs or improvements. The following is a statement of those which are most needed:—

The main building has been a long time in service, and the exterior needs repainting in order to prevent its becoming unsightly and rotten.

That part of the building which was the old poor-house is already somewhat dilapidated. It needs new floors, new plastering, repainting, and additional closets.

The workshop is still heated by a furnace. Steam radiators, or coils of pipe, should be put in and connected with the large boiler.

This change will not only save the expense of running an extra furnace, but will lessen the danger of fire to its minimum.

The present system for drainage is imperfect. There were no sewers when the building was put up, and a temporary arrangement was made for carrying the drainage into the sea. The city has since constructed an underground sewer on Eighth Street, with which our front building ought to be connected. The grade of part of Ninth Street has already been raised, and as a sewer will eventually be constructed there, the level of which will be two or three feet above that of our present sewerage, our system of

drainage should be so raised and altered as to make it possible to connect it with the public sewer.

A change in the location of the laundry is imperatively needed. It now stands under the dormitories, and, in spite of all precautions, the smell from the soiled clothes and washing materials rises through the floors, and renders the atmosphere of the rooms above unpleasant and unwholesome. The erection of a new and separate laundry is therefore of the greatest importance. It would contribute much to the health and convenience of the household, and would prove, in the long run, the most economical arrangement. If this cannot be accomplished, however, the cellar under the workshop should be fitted up as a laundry, and the household thus relieved from the effects of its present situation.

The stable needs thorough repairing, and some arrangement for ventilation.

The rear part of the play-grounds should be filled up and levelled with the street, so that the water may be prevented from standing there.

The driveway needs to be gravelled, and most of the walks either gravelled or concreted.

Every one of the above-mentioned improvements and repairs is so clearly necessary, that it is hoped that their mere enumeration will show forth the importance of their being undertaken at the first seasonable opportunity.

CONCLUSION.

In closing this Report, the Trustees are sorry to inform the Corporation that the General Superin-

tendent, Dr. S. G. Howe, has expressed his desire to be relieved from the duties and responsibilities of the management of the School. He has rendered his services gratis to the institution since the date of its foundation, and has only of late years received a small sum for travelling and personal expenses. Failing health now obliges him to seek a diminution of anxiety and care, and he therefore asks that a successor may be appointed at as early a date as the Trustees can fix upon a suitable person.

Finally, we would invite the members of the Corporation to visit the establishment in all its parts, and make a thorough examination of it. To them, and to the special notice and care of the legislature and of the public, we would recommend the interests of the idiots and the management and support of the School. Much as has already been effected, a great deal yet remains to be done before the institution attains its highest point of usefulness.

All of which is respectfully submitted by

SAMUEL G. HOWE,
EMORY WASHBURN,
EDWARD JARVIS,
SAMUEL A. GREEN,
W. BRANDT STORER,
SAMUEL ELIOT,
LEWIS ALLEN,
HENRY G. DENNY,
LEVI HOWARD,
CHAS. H. WATERS,
J. S. DAMRELL,
EDWIN MORTON,

Trustees.

Boston, Oct. 7, 1875.

Boston, Oct. 7, 1875.

At the annual meeting of the Corporation, held this day at the institution, the foregoing was adopted and ordered to be printed, and the officers for the ensuing year were elected.

W. BRANDT STORER,

Secretary pro tem.

OFFICERS FOR 1875-76.

President.
SAMUEL G. HOWE.

Vice-President.
EMORY WASHBURN.

Treasurer.	Secretary.
FREDERICK W. G. MAY.	EDWARD JARVIS.

Trustees.	
SAMUEL G. HOWE.	LEWIS ALLEN.
EMORY WASHBURN.	HENRY G. DENNY.
EDWARD JARVIS.	LEVI HOWARD.
SAMUEL A. GREEN.	CHARLES H. WATERS.
W. BRANDT STORER.	J. S. DAMRELL.
SAMUEL ELIOT.	EDWIN MORTON.

Visiting Committee.				
For January,	.	.	.	Messrs. ALLEN and WATERS.
February,	.	.	.	WATERS and DAMRELL.
March,	.	.	.	DAMRELL and WASHBURN.
April,	.	.	.	WASHBURN and DENNY.
May,	.	.	.	DENNY and STORER.
June,	.	.	.	STORER and ELIOT.
July,	.	.	.	ELIOT and MORTON.
August,	.	.	.	MORTON and GREEN.
September,	.	.	.	GREEN and JARVIS.
October,	.	.	.	JARVIS and HOWARD.
November,	.	.	.	HOWARD and HOWE.
December,	.	.	.	HOWE and ALLEN.

REPORT OF THE SUPERINTENDENT.

To the Trustees.

GENTLEMEN:—It had been my intention, in resigning my office as General Superintendent of this institution, to give a full account of the origin and progress of the first attempts made in Europe and in this country in behalf of idiotic children; to describe the systems and methods employed in their instruction and training; and to put on record some thoughts and theories on the subject, drawn from personal observation and study during thirty-five years.

The condition of my health, however, will not admit of my carrying out this intention in all its details. I have been for several months too unwell to be able to search books, compare statistics, and arrange facts, and have not had sufficient physical strength to work out my ideas. I must therefore confine this Report to a few remarks upon idiocy, and the classification of idiots, and to an historical sketch of what has been done in Massachusetts for the improvement of their condition, and for the establishment of a school for their instruction and training. This sketch is based upon various of my former publications on the subject, as well as upon public documents, and is accompanied by a brief statement of

some of the results of the system of instruction and training pursued in our School.

DEFINITION AND KINDS OF IDIOCY.

The terms idiocy and idiot have been variously defined, but seldom in a clear or precise manner. Most writers on the subject, treating it from a special point of view, medical or legal or metaphysical, as the case might be, have started from different premises, and arrived at different conclusions. It is therefore difficult to find two whose definitions entirely agree. The one sketched out by me, without pretending to any special scientific accuracy, ran as follows:—

Idiocy is the condition of a human being in which, owing to some morbid cause in the bodily organization, the faculties and sentiments remain dormant or undeveloped, so that the person is incapable of self-guidance, and of approaching that degree of knowledge usual with others of his age.

This condition extends through various grades, from the simpleton, who cannot be taught the rudiments of knowledge as other children are, down to the drivelling idiot, who can neither learn to speak, to walk, or even to retain the saliva in his mouth.

The imperfect development of the intellectual powers may be owing to various causes,—to organic imperfection in the structure of the brain, as the want of certain organs; to functional imperfections, producing inharmonious action among those organs; or to deranged functional activity, giving rise to great

inequality of development, average good sense being manifested under certain conditions, childishness under others.

If there is organic imperfection in the structure of the brain, very little of harmonious development, or, in other words, harmony of character, can be obtained by any mode of training; but, if the imperfection is a functional one, a great amount of improvement is possible.

It is a matter of great importance that those to whom the care of feeble-minded children is intrusted, should understand thoroughly the distinction between *organic* and *functional* defects in the brain. If certain fingers of a man's hand are wanting, he cannot be taught to play the flute. If they exist, but are clumsy from neglect, or palsied by disease, training may bring out their functional activity. The case is the same with the cerebral organs. The treatment of the brain is, however, a very difficult and delicate task. We sometimes want to bring one of its organs into action, and at the same time to repress undue activity in another. Great tact and discrimination are here required, lest we confound one organ with another, and thus do more harm than good.

Besides this distinction, it is also very important that the brain, its organs, and its functions, should not be confounded with the soul, its faculties and its attributes. Let us use an illustration. A musical instrument has keys and strings; and if these are perfect and in order, it will discourse sweet music to the touch of the musician; but if they are deficient and out of order, it cannot be made to do so. A man has

a brain and a set of cerebral organs. If these organs are found to exist in due number and proportion, and are all in good order, the combined action resulting from their character will be harmonious. If they are not, then it will not. Now, the brain and its organs do not constitute the soul, any more than the keys and strings constitute the musician. The soul—the incomprehensible man—sits behind the brain, and plays upon it, as the musician plays upon the instrument.

People of uncultivated minds are very apt to mistake a function of the brain for a faculty of the soul, and an error of this kind may render all efforts to train and educate an idiotic person futile and unsuccessful.

CLASSIFICATION OF IDIOTS.

There is as great a variety in the modes of classifying idiots as there is in the definitions of the term idiocy; and, as is very natural, these various modes of classification conflict with and often contradict each other.

Having paid considerable attention to the subject of imperfect mental development, it has been my custom to divide persons of imperfect cerebral organization into three classes; viz., idiots, fools, and simpletons.

It is often very difficult to classify people of defective intellect correctly, even under this general arrangement, or to say that such an one is an idiot rather than a fool, or, such an other only a person of unequally developed intellect, instead of a simpleton. The best, though not the only test of the amount of

intellect possessed by a feeble-minded person, is the degree of perfection in which he possesses the faculty of language. If a boy at ten or twelve years of age (or even six or eight) *hears*, and does not speak, it is *prima facie* evidence that his intellect is in an undeveloped state. It furnishes a strong probability of *idiocy*.

If he can merely use nouns,—the names of things,—he is probably *foolish*.

If he can construct and understand simple sentences, but cannot use or apprehend involved and complicated ones, he is merely a *simpleton*.

The ability to use polysyllables would not raise him above the second grade. In using the name of a person or thing, the number of syllables does not add much to the complexity of thought or difficulty of utterance.

A better test is the substitution of pronouns for nouns. A little child, or a fool, would say, for instance, "Willie want water," while a simpleton would say, "*I* want water."

A simpleton can hardly make a complicated sentence, such as the following: "Should it be fair tomorrow, and my father consent, I will either come to see you, or send my brother." The use of the conjunction disjunctive is always difficult for persons of feeble mental organization.

It must be understood, however, that in speaking of the use of language as a test of intellect, I do not include the tendency to loquacity. Many people are garrulous; and weak-minded persons are apt to be so, and will rattle away upon their small stock of words,

making much sound, without perhaps possessing the ability even to understand an involved sentence, much less to construct one.

“It is a tale
Told by an idiot, full of sound and fury,
Signifying nothing.”—*Shakespeare*.

OTHER DATA BY WHICH TO TEST IDIOCY.

But, although language forms, as has been stated, an important clue in ascertaining the actual amount of mental capacity possessed by a feeble-minded person, it is not in itself an all-sufficient test. Several other data are also required. The sense of music, and the perception of form, color, weight, and dimensions, are very important aids in determining the degree of mental capacity possessed by a simpleton or an idiotic person. We must know whether he is gluttonous or moderate in his eating, clean or dirty in his habits, etc., etc.; whether he possesses any powers of reasoning and comparison, however rudimentary; whether he is naturally mirthful or sad, communicative or secretive, liberal or hoarding, firm or yielding, affectionate and dependent upon others, or self-reliant, etc., etc. We must also take cognizance of his physical peculiarities; of the shape and size of his head, his height, weight, depth of chest, and degree of adipose; of the color of his eyes, and quality of his hair, etc., etc. In short, we must have a good idea of his general temperament.

From this and similar data we can conclude whether the brain of a feeble-minded person is pretty equally developed in the occipital region or not, and

this will help us to form a correct idea as to whether or not his moral faculties are capable of high cultivation, and to what degree his powers of intellect can be developed.

Such are a few of the many reflections which might be made on the subject of idiocy, and the classification of idiots. Let me now give an account of what has been done in our State for the amelioration of the degraded condition of this class of children.

FIRST ATTEMPTS TO TRAIN IDIOTS IN MASSACHUSETTS.

As early as the year 1839 an idiotic blind child was received at the Institution for the Blind. He was not only unsound in mind, but infirm in body. He was unable to walk, and nearly paralytic. I had had no previous experience whatever in training this class of defective children, and no precise knowledge of what had been done for the amelioration of their condition elsewhere, or of what could be done for this end. I decided, however, to retain and try to improve him.

Guided by the idea that the first and most important object in a system of instruction is to develop and improve the body and put it into the best possible condition for the development of the mental faculties, I put the child under such a course of treatment as the rules of physiology and hygiene had suggested to me. This was persisted in, and after some time he was found to be greatly improved in every respect. Indeed, his condition was so far ameliorated as to make me feel that even the poor idiot was not beyond

the saving reach of the divine laws which promise improvement as the sure return of every kind of cultivation.

Two other similar cases of children, blind and idiotic, were afterwards treated at the same establishment with considerable success.

The favorable results met with in training these children, led me to infer that, if so much could be done for idiots who were blind, still more could be accomplished for those who had sight. My sympathy for them grew stronger and stronger every day, and my energies were enlisted in their cause. The amelioration of their condition became the object of my studies, and I was convinced, beyond doubt, that idiots were capable of being improved in their bodily habits, in their mental capacities, and even in their spiritual natures. I consulted with some of my friends on the subject, and it was considered an imperative duty to try to do something for the instruction and training of this class of unfortunate children. Many public-spirited and philanthropic gentlemen became interested in the matter, and various plans and methods were proposed for bringing it about. Such, however, was the incredulity of the public mind in regard to the capacity of ordinary idiots for improvement, that it was thought best to proceed very carefully, and to obtain accurate official information in the first place as to the number and condition of these unfortunate persons in the Commonwealth. This, it was thought, might be accomplished, though perhaps with some difficulty; while the idea of establishing a school for idiots would

have been rejected and ridiculed by the community at large as an illusion of visionary and unpractical minds.

First Committee on Idiocy.

After many private deliberations in the winter of 1845, it was resolved to make a public movement, and Judge Byington, then a member of the House of Representatives, moved an Order on the 22d of January, 1846, for the appointment of a committee to consider the expediency of appointing commissioners to inquire into the condition of idiots in this Commonwealth, to ascertain their number, and whether anything could be done for their relief, and to report on the subject to the next general court. This Order was unanimously passed in the House of Representatives, and printed immediately.

The committee thus appointed consisted of Messrs. Byington of Stockbridge, Clark of Boston, Burbank of Lexington, Upham of Malden, and Perry of Dover.

These gentlemen did their work promptly and faithfully.

About this time a committee was appointed upon the same subject in the New York Senate; and, by a curious coincidence, both these committees, each acting quite independently of the other, and probably ignorant of the other's existence, made their respective reports on the twenty-fifth day of March.

The plan proposed by the New York committee provided for the immediate establishment of an asylum; but this was not adopted by the legislature, and was entirely abandoned when its

author, and ardent friend and advocate, Dr. Backus, left the Senate.

The plan of the Massachusetts committee was simply to institute careful preliminary inquiries. The report of the committee, recommending the adoption of a Resolve for the appointment by the governor of three commissioners on idiocy, was concise and to the point. It was accompanied by a letter from me, dated March 12, 1846, which concluded with saying that "considerations of duty, humanity, and economy, all demanded that the condition of the idiots at public charge should be inquired into, with a view to its speedy improvement." The Resolve was unanimously adopted.

Appointment of Commissioners.

Under the authority of the above Resolve, Gov. Briggs appointed a commission, of which I was chairman, and Messrs. Horatio Byington and Gilman Kimball were members.

As soon as we had accepted the task assigned to us, we set to work to organize a plan for carrying it out systematically and successfully.

We first addressed circular letters to the town and city clerks and other persons in every town of the Commonwealth, and endeavored to ascertain, by this means, the number and, as far as was possible, the condition of the idiots in their respective neighborhoods; but we soon found that little dependence could be placed upon information so obtained, and decided to visit in person as many towns as we could, and to gather the desired inform-

ation by personal inquiry and observation. Some of the facts which we obtained in this manner were of an encouraging character. The welfare of the idiots was found to depend, in a very great degree, upon the intelligence of those who had charge of them. When under the care of ignorant people, they were in a degraded and disgusting condition, little above the level of the brutes; but under more favorable influences, better symptoms were manifested. This gave rise to the hope that, under kind and enlightened treatment, these unfortunate children might unfold capacities, both mental and physical, which, in their undeveloped state, seemed all but impossible.

Information was obtained from France, Switzerland, and Prussia, with regard to the treatment of idiots, and the success met with in schools established for their training in those countries, and steps were taken to extend our inquiries in every direction. Our researches were begun too late in the season, however, to enable us to report during the session of the legislature.

Reports of the Commissioners.

We concluded, under the circumstances, to present a brief report in the winter of 1847, accompanied by a valuable letter from my friend, George Sumner, then resident at Paris, giving a full and detailed account of the school for imbeciles established there,* and to request permission to pursue our labors during the next season.

* See Appendix A.

This petition having been granted by the legislature, I visited many towns in person, and examined a great number of idiots. A competent and trustworthy agent, Mr. E. Stevens, was also employed for the same purpose. At the session of the year 1848, I laid before the legislature the result of my labors in a complete report. This was published in a pamphlet of one hundred pages, with an appendix of tables extending through forty-eight pages more, and contained an account of a thorough investigation into the nature, causes, and various forms of idiocy, and a full statement of the condition and treatment of idiots in almshouses and private families in Massachusetts. It also gave information concerning what had been done in some of the best European schools established for children of this class. The tables appended to this report gave an account of the mental and physical condition, and (so far as they could be ascertained) of the hereditary tendencies of five hundred and seventy-four idiots, and various measurements of the height, size of head and chest, conditions of body and manifestations of mind of these persons, compared with the average, in these particulars, of one thousand ordinary persons.

Establishment of the Experimental School.

This report led to a series of Resolves by the legislature, entitled "Resolves concerning Training and Teaching Idiots," which were approved May 8, 1848, and by which a sum not exceeding \$2,500 annually, for the term of three years, was appropriated for the purpose of training and teaching ten idiotic children,

to be selected from those at public charge, or from the families of indigent persons in different parts of the Commonwealth, "provided that an arrangement can be made by the governor and council with any suitable institution, now patronized by the Commonwealth for charitable purposes."

Agreeably to the spirit of these resolutions, arrangements were made by the governor with the trustees of the Perkins Institution for the Blind to assume the responsibility for the proper expenditure of the money appropriated by the State, and the care of carrying the experiment out was intrusted to me.

A competent teacher, Mr. J. B. Richards, was engaged, and sent to Europe, to learn by personal observation the methods of instruction pursued in the new school at Paris; and preparations were made during the summer of 1848 to begin work as soon as it should be practicable. Mr. Richards returned in the autumn, and the school was organized and went into operation on the 1st of October, 1848, with ten state beneficiaries, and three private pupils. It was opened, and the household organized, within the walls of the Perkins Institution for the Blind, and remained there for nearly two years. The Eighteenth Report of the Trustees of the above institution to the corporation, written on the 1st of January, 1850, contained the following account of the arrangement:—

"By an Act of the legislature of Massachusetts, passed April, 1848, it was provided that a sum of money should be appropriated yearly from the state treasury during three years, for the purpose of trying the experiment of training

and teaching idiotic children, provided that any of the charitable institutions under the patronage of the State would undertake to conduct the experiment. The object was one of public charity. It was an attempt to carry out the humane idea of making the State provide means of nurture and instruction for every class of its unfortunate children. It was kindred in spirit to that upon which this institution is conducted. We therefore most willingly consented that any aid which the establishment could afford, without detriment to the blind, should be given to the new plan.

"It was well understood, moreover, that the movement had been made in consequence of the exertions of Dr. Howe, and that he would have the direction of the experiment. The trustees became responsible to the State for the expenditure of the money upon the experiment, without, however, really incurring any risk of loss to the institution, because Dr. Howe became personally responsible for any excess of cost over the receipts. All moneys received were to be paid into our treasury, and all bills were audited and passed regularly through the books.

"The new school was opened, and the household organized, within the walls of the institution, but entirely apart, in the wing appropriated for the director's family, but voluntarily relinquished by him. It is now removed to a house in the immediate neighborhood, and we are happy to be able to say that it gives good promise of success. It is probably the kernel from which will spring up a goodly establishment, that shall give nurture and instruction to a large class of children, compared with whom, the blind and even the deaf-mutes are fortunate and highly favored beings."

The progress of the new enterprise attracted the notice of the press and the attention of the public. Many who had regarded the project of instructing idiots as in the highest degree visionary and impractical, now became its advocates. Mr. George B. Emerson, one of the most competent judges in matters pertaining to education, published in the

"Christian Examiner" for January, 1851, an able review of the reports on idiocy, with copious extracts therefrom, which was afterwards circulated in a separate pamphlet. Dr. Edward Jarvis, of Dorchester, whose hearty coöperation had been enlisted in the enterprise from the date of its commencement, also published a minute analysis of these documents in the "American Journal of the Medical Sciences," which is copied and hereto appended.*

The supplement to the report on idiocy, published in 1848, was reprinted in Edinburgh, Scotland, in a separate pamphlet entitled "On the Causes of Idiocy," and circulated by the trustees of the late William Ramsey Henderson, Esq. This pamphlet contained extracts from other reports as well, and was accompanied by a brief introduction, the close of which ran as follows:—

"The present volume has been printed at the expense of the trustees of the late William Ramsey Henderson, Esq., younger, of Eildon Hall and Warriston, who, in his settlement, directed them to apply the residue of his property 'in whatever manner they might judge best for the advancement and diffusion of the science of phrenology, and the practical application thereof in particular.' The trustees are of opinion that the facts disclosed in this report illustrate, in an impressive manner, the influence of the condition of the brain on the mental manifestations, and show the necessity of instructing all classes of the people in the functions of that organ, and in the circumstances which promote and impede its healthy development and activity, on which so much of human happiness depends. It appears to them that such lessons as this report affords are well calculated to rouse attention to the great expediency of introducing physiology

* See Appendix B.

and the laws of health as a branch of general education into schools; and it is by this belief, as well as by the hope of promoting the improved treatment of our idiots, and helping to diminish the number of such unhappy persons in future, that they have been induced to undertake the present publication."

Permanent Establishment of the School, and its Influences.

The experiment of instructing idiots proved so successful, that at the end of two years the legislature doubled the appropriation, and made provision for converting the Experimental School into a permanent one. The usefulness of the establishment became widely known, and the friends of the cause elsewhere were greatly encouraged.

Gov. Hunt, of New York, interested himself in the matter of training idiots, and I entered into correspondence with him on the subject. This correspondence led to an exhibition of some of the pupils of the Massachusetts School in the capitol, at Albany, before the state authorities and many members of the legislature. The exhibition was conducted by myself and Mr. J. B. Richards, the teacher, and excited great interest. I made an address, and earnestly urged the establishment of a school in New York similar to the one so successfully in operation in Massachusetts.

The long-abandoned attempt to establish a state asylum there was renewed, and one was very soon organized at Albany, and put under the charge of a citizen of Massachusetts, Dr. H. B. Wilbur.

The following extract from a letter written to me

by Gov. Hunt, and dated "Executive Department, Albany, July 22, 1851," is an interesting historic document, and shows the effect of the above-mentioned exhibition:—

"Your visit to our capitol, last winter, was of great service. We feel that we are much indebted to you for the success of the measure thus far, and hope we may have the benefit of your experience and counsel in carrying our plan into practical operation. . . . You must remember that we are new beginners in the good work, and until we have had some experience of our own, we must look to the *East* for light and information."

Hon. Christopher Morgan, then secretary of the board of education, also wrote to me as follows on the same subject:—

ALBANY, March 23, 1852.

DEAR SIR:—I remember, with great satisfaction, your visit to Albany, with the idiotic pupils under your charge. Previous to your visit, I had regarded the institutions for the instruction of idiots rather as asylums for the improvement of the physical condition of the idiots, than for educational purposes.

A very attentive examination of your pupils convinced me that their physical defects might be in a great measure remedied, and their minds cultivated and enlarged to an extent far beyond anything I had imagined.

The exhibition before the legislature was eminently satisfactory and convincing.

Dr. Backus, recently a state senator, and an enlightened and philanthropic citizen of Rochester, labored with zeal and fidelity, though unsuccessfully, to establish an institution for idiots in this State. Very soon after your visit to Albany, a law was passed for the establishment of an institution for idiots; an appropriation of six thousand dollars a year, for two years, was made, and the institution is now in successful

operation in the vicinity of the city, under the judicious management of Dr. Wilbur.

It may now be regarded as permanently established, and to your visit, more than anything else, are we indebted for this noble charity, so creditable to the liberality and benevolence of the State.

Very respectfully and truly yours,

CHRISTOPHER MORGAN.

To the SUPERINTENDENT OF THE SCHOOL FOR IDIOTIC CHILDREN, }
Boston, Mass. }

The school at Albany was so successful, that the State made generous provision for putting the institution on a firm basis, and it was transferred to a large and commodious building at Syracuse.

The impulse thus given did not stop here. Schools for training and teaching idiotic children were established in Pennsylvania, Connecticut, Kentucky, Ohio, and Illinois.

Such are some of the general effects of the establishment and existence of our institution.

Present Location of the School.

The work of the school was carried on in uncomfortable and narrow quarters until the year 1855. It then became apparent that measures should be at once taken for procuring a site and building or buildings for the institution, and it was resolved to seek aid from the State. A committee, therefore, appointed by the Trustees and Corporation, brought the subject before the legislature, and warmly urged its being taken into consideration. A large majority of both the Senate and the House visited the School at South Boston, and expressed themselves satisfied with its

purposes and workings. After a careful examination of the whole subject, the legislature granted the sum of twenty-five thousand dollars, on condition that the friends of the institution should raise and contribute the sum of five thousand dollars more, for the purpose of finishing the building. The Trustees appointed a committee, consisting of Messrs. Samuel Hoar, William Minot, and myself, to raise the money required by the condition of the Act, and we succeeded in doing so within the time specified.

As the means were obtained, a committee appointed by the Trustees took the matter in hand, and at first sought for some building which had been already erected for other purposes, and which, not being used or wanted, might be obtained for a lower sum than its original cost; but being unable to succeed in this plan, we purchased the site upon which the School now stands, and made arrangements for erecting a building, which was ready for occupancy early in October, 1856.

The situation is one of the pleasantest and most salubrious within the city limits, and in every way adapted to the purposes for which it was selected.

The grounds have been extended by purchase within the past year, and now form a complete square, bounded by wide public avenues, and with a fine view of the sea, and a good southern exposure.

Such is in brief the history of the foundation of the School for Idiots. As has been repeatedly said in former reports, it had its origin in that feeling of respect for humanity which is pained by the thought that any who bear its impress, however low in the

scale, or however deformed or infirm they may be, should be left out of the common bond of brotherly love, and outcast from the common family.

This feeling lies deep in the hearts of the people of Massachusetts, and has never been appealed to in vain, whether in behalf of the insane, the deaf, the blind, or the infirm of any class; and it led the legislature promptly to include the idiot within the circle of the State's bounties, when asked to do so.

There was no question about cost and return. There was no hesitation arising from the prevailing belief that idiots must always remain idiots. There they stood, their infirmity their only claim; but that claim was admitted instantly, and all the more readily because of their own inability to urge it. Be their chance of improvement greater or less, still they were human, and, as such, entitled to every possible opportunity and aid for developing to the utmost their capacity for knowledge, virtue, and happiness.

RESULTS OF THE TRAINING AND TEACHING OF IDIOTS.

The improvement effected in the appearance of idiotic children trained in our School can be promptly seen by any intelligent observer; but the moral results obtained from the workings of the establishment cannot be easily estimated and made clear to the common understanding. If, however, there were a measure to mete the value of improved bodily health, of gross animal appetites reduced to human moderation, vicious and debasing practices broken up, and filthy habits exchanged for cleanly ones; if there

were a currency to represent the price of intellect dawning out of the night of darkness, and moral affections born out of a chaos of selfish desires; above all, if there were a standard by which to show the value of the happiness to parents, teachers, and friends, in beholding the progress of our unfortunate pupils, and the moral advantage of a triumph over seemingly insuperable difficulties in the way of human improvement,—if measures and standards such as these existed, so that the profit might be set forth in numbers, it would be found to far exceed the cost in money that has been incurred.

It may not be out of place here to repeat a brief description, given twenty-three years ago, of the lamentable condition of idiots in this country, before any measures were taken for their improvement, and by comparing it with the present, to show forth the efficacy of the modes and methods of instruction and training pursued in this and several other kindred institutions.

PAST AND PRESENT CONDITION OF IDIOTS.

When the first steps were taken in this matter by the legislature of Massachusetts, in 1846, it was the common belief—indeed, it may be said, with very rare exceptions, to have been the universal belief—in this country, that the training of idiots was a matter beyond the skill of the most zealous educator, and almost beyond the reach of human sympathy. Public opinion, as expressed by the law, was more favorable to the parents and heirs of idiotic persons, but not to idiots themselves, than it was in the mother-land in

the fourteenth century, when the king had the custody of their lands during their life, and disposed of their property after death as seemed to him best, for his own pleasure, and for "the good of their souls." Our own law considered them as paupers, but classed them with rogues and vagabonds, for it provided that they should be kept within the precincts of the houses of correction.

The most melancholy feature of the whole was their condemnation as worthless and incapable of improvement, the law requiring their removal from the only place where they were comfortable—the State Lunatic Asylum—whenever it was necessary to make room for the less unfortunate insane, and sending them, not to another asylum, but to the house of correction. There was not upon this whole continent any systematic attempt to lift them up out of their brutish condition. Even in Massachusetts, where the maniac is made to go clad and kept in a state of comparative quiet,—where the blind are taught to read, the mute to speak, yea, and even the blind-mute to do both,—even here the poor idiot was left to that deterioration which so certainly follows neglect. He had but little talent given him, and, by neglect or abuse, that little was lost, until, growing more and more brutish, he sank, unregretting and unregretted, into an early grave, without ever having been counted as a man. His existence was comfortless to him, and taught to others no lessons but those of sadness and despair.

Such, in short, was the condition of idiots thirty years ago in this country, and all efforts for its

amelioration were regarded as visionary and unpractical. Now, on the other hand, there is a general conviction that the great law of educability extends even over this class of children, and that their claim to special instruction and training is urged alike by justice, public morality, and Christian benevolence. This conviction is so well founded, that, besides this School, there are nine others of the same kind in different parts of the country, supported mostly by funds raised from general taxation, and all efforts for increasing the number of such schools are earnestly encouraged. There are to-day over eleven hundred feeble-minded children, who are receiving instruction in these institutions, and the work of training them is carried on by a number of able and cultivated persons, who have not only become interested in the improvement of their pupils, but labor zealously for the elevation of idiots as a class.

Among the establishments which have brought about this happy result, our School has been a leading and very important one. It started from a humble beginning, and had to make every step in the path of progress by fighting against incredulity and prejudice as to the capacity of idiots; but it grew steadily from year to year in importance and usefulness. True, it has not changed the nature of any born idiot, or given him common-sense, and no person of common honesty or wisdom has ever pretended that this could be done; but it has accomplished a vast amount of good in various ways. It has shown that idiots form no exception to the law, that every form of organized life is capable of being changed for better or worse by

surrounding influences. It has rescued many children of merely feeble minds from the imbecility into which they had fallen through abuse or neglect or injudicious treatment,—children who were considered as idiots, and who would have sunk into hopeless idiocy, but for the help afforded at this School. It has given speech to some who were dumb, and who, if left without special aid and training, would have remained so. Finally, more than three-fifths of the five hundred and forty-eight idiotic youth who have been enrolled as pupils of our School, have been improved either physically, morally, or intellectually, by their stay in the establishment. They have been put into a higher state of health and vigor. They have been trained to the command and use of muscle and limb. They feed themselves, dress themselves, and conduct themselves with decency and decorum. Their gluttonous and unseemly habits have been broken up. They have been trained to temperance, cleanliness, and order, until these habits have become with them a second nature. Their powers of self-control have been strengthened, and they strive to make themselves less unsightly and disagreeable to others. Many of the pupils have been trained to habits of industry, so that they may at least be less burdensome to their friends and neighbors, or to the townships or communities by which they are supported. Their mental faculties and moral sentiments have been developed by lessons and exercises suitable to their feeble condition, and they have been raised in the scale of humanity.

With all these encouraging facts before them, let

the friends of the institution push forward until it reaches its highest degree of usefulness. Let them learn, amid difficulties, to hope ever, and to despair never. Let them labor to convince the public at large, by practical illustration, if need be, how great is the capacity of idiots, if taken young and properly trained, for improvement in their bodily condition, in their habits, manners, minds, and morals, and how few are the exceptions to this rule; and lastly, let them strengthen, in the public mind, the faith that the love and wisdom of our Heavenly Father are manifest, not only in those gifted ones who seem fashioned most nearly in his likeness, but may be traced even in these broken fragments of humanity, which should therefore be carefully gathered up, that nothing be lost which his sanctifying fingers have touched.

CONCLUSION.

I feel a certain degree of diffidence in submitting this Report. I have long cherished the hope, that in tendering the resignation of my official relations with the School, I should be able to close the series of reports, begun twenty-nine years ago, with a full account of what has been done, what ought still to be done, and what can be done for idiots. The strength has failed me to complete this purpose as fully as I might wish. I beg your indulgence, however, for a brief statement of my relations with the establishment, and if any apology on the score of modesty be needed for giving it, let it be remembered that erroneous impressions may sometimes arise from ignorance of facts, and that these should, if possible, be dispelled.

The existence of the School was owing to my efforts, more than to those of any and all other persons. For several years I worked almost alone (aided by my friend, Dr. Jarvis), and gave a large part of my time to the service of the institution, where I was in daily attendance, examined all candidates for admission, engaged all its officers, etc. I prescribed the diet and regimen, the rules and regulations of the establishment, the discipline and exercises in the school and gymnasium, and made all the examinations in person. I kept the correspondence, and ordered all expenses. I also travelled a good deal in search of pupils. I visited other States, and brought before their legislatures the plan of having their idiotic children sent to our School, proper payment therefor being provided. I incurred considerable expense in all this, without remuneration; and it was not until about seven years ago that I consented to receive a nominal allowance for my traveling and personal expenses. I spared no efforts to have the institution included within the circle of state charities, and labored in season and out of season to bring it up to its present condition of usefulness.

But now my term is drawing toward its close. The condition of my health, aggravated by the infirmities of old age, compels me to seek rest; and I pray that you will relieve me of further care and anxiety in regard to the School.

Respectfully submitted by

SAM'L G. HOWE.

SCHOOL FOR IDIOTS.

[Oct.

1875.	1875.	1874.	1875.
Sept. 30,	For borrowed money repaid at sundry dates, interest paid, investment and reinvestment of funds, Auditor's warrants paid at sundry dates, rent of safe, stationery and stamps, . . . purchase of adjoining land, services searching title, balance to new account,	Oct. 1, 1875. Sept. 30,	By balance from former account, . . . By payments from State Treasury, . . . payments on account extra appropri'n, receipts for board and education from sundry persons, sales of sundries, money borrowed at sundry times, change of investment, income of funds,
	\$7,500 00 86 58 1,516 61 25,315 80 12 00 4,100 00 40 00 881 53 \$39,452 52		\$663 59 17,500 00 3,750 00 4,479 75 42 57 11,500 00 1,000 00 516 61 \$39,452 52
And there is due for borrowed money,	\$4,000 00	Oct. 1, 1875.	By balance brought down,
			\$881 53

The present value of investments is,—“Stephen Fairbanks Legacy,” \$771.42; “Henry Harris Fund,” \$7,586.41; “Miss Josephine May’s Gift,” \$710.53; “In memoriam Nath’l Redman Fund,” \$1,190; total, \$10,258.36.

Boston, Oct. 4, 1875.

E. & O. E.

FRED. W. G. MAY, Treasurer.

Boston, Oct. —, 1875. Having examined the above account, we find the same correctly cast and properly vouched.

LEWIS ALLEN,
W. BRANDT STORER,
Auditors.

*Analysis of Expenditures for the Year ending September 30, 1875,
as per Steward's account.*

Meat, 19,133 pounds,	\$2,566 76	
Fish, 2,160 pounds,	139 27	
Butter, 2,103 pounds,	748 21	
Rice, sago, etc., 566 pounds,	77 94	
Bread, flour, meal, etc.,	1,754 28	
Potatoes and other vegetables,	485 00	
Fruit,	202 56	
Milk, 3,003 quarts,	256 88	
Sugar, 2,875 pounds,	295 71	
Tea and coffee, 341 pounds,	164 21	
Sundry groceries,	176 82	
Gas and oil,	254 15	
Coal and wood,	1,650 67	
Sundry articles of consumption,	436 89	
Furniture and bedding,	896 98	
Clothing and mending,	157 08	
Superintendence and instruction,	2,796 09	
Domestic service,	3,682 40	
Outside aid,	319 75	
Expenses of boys' shop,	68 83	
Expenses of stable,	1,151 45	
Books and stationery,	301 44	
Medicines and medical aid,	131 38	
Taxes and insurance,	282 50	
Travelling and other expenses of Superintendent,	500 00	
Musical instruments,	89 00	
Ordinary construction repairs,	1,316 36	
Sundries,	143 84	
		\$21,046 45
Extraordinary construction and repairs,	\$2,033 39	
Bills to be refunded,	492 54	
		2,525 93
Total,		\$23,572 38

APPENDIX.

APPENDIX.

[A.]

I have had great difficulty in obtaining most of the documents to which reference is made in the foregoing report. Some of them are entirely out of print, and others can only be found scattered through a number of large volumes. As these documents are the only source from which the materials for a history of the origin and progress of the instruction and training of idiots in Massachusetts can be drawn, it is thought well to append them herewith in chronological order.

S. G. H.

[House—No. 72.]

COMMONWEALTH OF MASSACHUSETTS.

HOUSE OF REPRESENTATIVES, Jan. 22, 1846.

Ordered, That Messrs. Byington of Stockbridge, Clark of Boston, Burbank of Lexington, Upham of Malden, and Perry of Dover, be a committee to consider the expediency of appointing commissioners to inquire into the condition of the idiots in this Commonwealth, to ascertain their number, and whether anything can be done for their relief, and to report to the next general court.

C. W. STOREY, *Clerk*.

COMMONWEALTH OF MASSACHUSETTS.

HOUSE OF REPRESENTATIVES, March 25, 1846.

The committee instructed to consider the expediency of appointing commissioners to inquire into the condition of the idiots in this Commonwealth, to ascertain their number, and whether anything can be done for their improvement, now ask leave to report,—

That there is no adequate provision by law for the relief, care, and treatment of the idiots in the Commonwealth. The state lunatic

asylum is designed for such lunatics as are furiously mad, and who would be dangerous to the public, if suffered to go at large. It is designed, also, as an institution for the cure and improvement of the insane. As idiots are not considered susceptible of improvement, the law requires their removal from the asylum to the houses of correction, when necessary, to make room for those who can be improved.

By a statute passed in 1836, chapter 223, idiots and lunatics, not furiously mad, may be confined in an apartment in houses of correction by an order of two justices of the peace. And a subsequent statute gives a right of trial by jury of the question of idiocy or lunacy, instead of leaving it to the decision of the justices.

By a statute passed in 1839, chapter 131, the city of Boston is authorized to erect a hospital for the reception and treatment of the same class of persons.

By another statute, passed in 1842, chapter 100, county commissioners are authorized to provide a separate building for idiots and the insane, not furiously mad, without the precincts of the house of correction, but subject to the same government as the house of correction. The committee are not aware of any other legal provisions upon this subject.

By the Pauper Abstract for 1845, it appears that 385 idiots were relieved or supported by the State during that year. In the census taken in 1840, the idiots and lunatics are classed together, and were 1,271, of whom 773 were a public charge.

The law provides for idiots as for paupers, and makes them liable to imprisonment. Will Massachusetts do no more for them? She has ever shown a desire to advance her people in civilization; she has exerted her beneficial power for various classes of unhappy persons, whose misfortunes private charity could not relieve. There is still another class of sufferers, for whom no adequate provision has been made; viz., the idiots in the Commonwealth. They are her children; they are beings who have the form of humanity; who endure many of its severest miseries, and enjoy none of its blessings. The emotions of hope, of joy, never exist in them; the sweet voice of sympathy never gladdens their hearts. Their condition is inferior to that of the common beggar, for they know not what they want; nor have they power to ask relief. Those who are endowed with capacities for great enjoyment, who have the means of doing much good, may well make the inquiry, whether they can improve their physical and moral condition. So much has been done for the improvement of the deaf and dumb, the blind and the insane, that we may be encouraged to hope, and stimulated to make a trial, for the improvement of every being who has the form of humanity.

Every one knows how much has been done to improve the condition of the insane within a very few years. What a complete revolution has been wrought in the public mind on this subject! All this change has been produced by the substitution of knowledge and kindness for ignorance, neglect, and brutality.

One is now astonished to learn that, until a recent period, within a few years, the following law was in force in Massachusetts :—

“AN ACT in addition to an Act entitled An Act for suppressing rogues, vagabonds, common beggars, and other idle, disorderly, and lewd persons.

“SECT. 3. *Be it further enacted by the authority aforesaid :* That when it shall be made to appear to any two justices, *quorum unus*, that any person, being within their county, is lunatic, and so furiously mad as to render it dangerous to the peace or the safety of the *good people* for such lunatic person to go at large, the said justices shall have full power, by warrant under their hands and seals, to commit such person to the house of correction, there to be detained *till she or he be restored to his or her right mind*, or otherwise delivered by due course of law. And every person so committed *shall be kept at his or her own expense*, if he or she have estate; otherwise, at the charge of the person or town upon whom his maintenance was regularly to be charged, if he or she had not been committed; *and he or she shall, if able, be put to work during his or her confinement.*”—[*Passed February 27, 1798.*

This can hardly be said to be an improvement upon a law passed in England in the year 1324, in the reign of Edward II., which ordains “that the king shall have the custody of the lands of natural fools, and dispose of the property of persons dying insane, for the good of their souls.”

The successful efforts which have been made for the idiots in Europe, demand of us similar efforts in their behalf. A school has been established for their instruction in one of the great hospitals in Paris. The founder of the school has been remarkably successful, not only in greatly improving their physical condition, but also in imparting valuable instruction. They have been taught to read, to write, and music. They have also been taught to perform many kinds of valuable labor, to employ their time in a way to be useful, and to relieve themselves from the languor and misery of inactivity and idleness, and those who have the care of them from constant watchfulness over them.

In other parts of Europe similar efforts have been made, and have been attended with similar success. A particular account of them cannot be given but by extending this report to too great length.

There are some children who, at an early age, seem to have feeble minds, and who, from want of proper culture, become idiotic. It is believed that many might be rescued from mental annihilation if proper care was bestowed on them. The committee is of opinion

that the inquiry proposed should be made; that commissioners should be appointed to make report of facts embraced in the order, and their opinion on those facts, to the next general court; that the commissioners be paid nothing for their services, but that their actual expenses, which it is supposed will be small, be defrayed from the treasury. It is believed that a small sum will be sufficient for the commencement of an establishment, and that the measure will be as economical to the State as it is wise and humane.

One of the happy results of our free institutions is the inducements they give to men of opulence to bestow a portion of their wealth in judicious charities, for the advancement of learning, religion, and the relief and improvement of every child of misfortune. In other countries a great object of ambition is to found families. To do this great wealth is required. In our country an inheritance is of doubtful utility; and it is a very common opinion that that young man is in a better condition with "the world wide before him," without a cent in his pocket, than he would be by being born to a great inheritance.

Great sums are almost every year bequeathed for benevolent objects. Many of these are of little use, because the donor attempts to found his own charity, and he fails to do it wisely. A wise legislature will act in reference to what will be done by individuals. It will institute all such charities as the exigencies of society require, and when it shall be perceived that they are wise and useful, they will receive the aid of private munificence.

The chairman of the committee has received two letters on the subject of this report, in answer to inquiries made by him; viz., one from Dr. Samuel B. Woodward, superintendent of the State Lunatic Asylum, and one from Dr. S. G. Howe, superintendent of the Asylum for the Blind.

Dr. Woodward writes, "My opinion is that nearly all idiots can be made better; the physical condition and personal habits of the lowest order can be improved; and those possessing more mind can be trained to usefulness, and some can be taught to read, write, and labor advantageously, and be useful and happy."

The letter of Dr. Howe is annexed to this report. It is unnecessary to add that the opinions of these gentlemen will have the confidence of the House.

The committee recommend the adoption of the Resolve presented with this report.

H. BYINGTON, *Chairman.*

PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND, }
BOSTON, March 12, 1846. }

MR. BYINGTON—*Dear Sir*: You ask whether I think it is expedient to have commissioners appointed by the State to ascertain the condition and capacities of the idiots who are supported at the public charge; and I answer, that I think it to be, not only a matter of expediency, but of duty.

It is a saying with us that every child in the State has a right to be taught at the public expense; and shall we overlook or neglect those who are helpless children all their lives long?

There are about *six hundred idiotic* persons in Massachusetts, most of whom are born of poor and ignorant parents, who can do nothing for them, and they soon become the children and the charge of the public. And what do we, whom God so freely blesses with mental capacities and means of happiness,—what do we do with those helpless fellow-creatures whom he throws upon our hands? We thrust them out of sight into the almshouses; we bury their poor single talent, which he will require at *our* hands. We feed them indeed, and care for them as we do for our cattle; but, like our cattle, we let them go down to the grave without trying to kindle within them the light of reason, which may guide them on their way to eternity.

Whoever has been in the habit of visiting our almshouses, must have been struck with the pleading looks of these poor harmless beings, in whom a human soul seems struggling with the animal nature which overpowers it. They are almost always gentle and timid creatures, capable of affection, and possessed of enough of intellect to encourage any one who has the time and means for attempting their instruction to do so; but the task is so difficult a one that few ever assume it, and the almost universal lot of the idiot is to be left to bask in the sun in summer, to hang over the fire in winter, to indulge in whatever natural or unnatural appetites they may have, and to pass through life without the consciousness that they have a human soul.

This neglect of the idiots is not only a wrong to them, and a betrayal of our trust, but it is sometimes a cause of their suffering grievous ill-treatment. This is not the place to relate the sad story of some of them; nor should I be disposed to harrow up your feelings by doing so if it were. I know very well that in most of our towns the overseers of the poor, and the keepers of the almshouses, are humane people, and disposed to be kind to their helpless charge. But I know, too, that their good intentions are sometimes defeated, and that some idiots have been cruelly misused. Not only are they

often made the sport of neighboring children, and the mockery of the thoughtless inmates of the almshouse, but sometimes the victims of evil-disposed persons. Being helpless, and often unable to bear testimony against others, they have occasionally been treated with great inhumanity; idiotic males have suffered cruel oppression, and females have been shamefully outraged.

Nor is injury done to them alone; the community suffers on account of it, because the spectacle of degraded and despised humanity cannot be familiarly contemplated without harm; and every village that has an idiotic or "silly person," who is made a butt of by the young or thoughtless, suffers therefrom in its moral character. Man is made in God's image; and those who have not learned to respect humanity in every form will be wanting in due respect towards its GREAT PROTOTYPE. Besides, a wrong strikes not the injured with as much force as it recoils upon the doer of it.

If it were not certain, then, that the intellectual condition of idiots could be improved, still, for humanity's sake, it would be right to appoint commissioners to inquire into their physical condition and their actual treatment, in order to ascertain whether their unhappy lot could not be lightened. The State appoints commissioners to be the guardians of the sad and scanty relics of the Indian tribes, and to look after their rights and interests; and shall the six hundred children of our own kith and kin, who are far more helpless than the Indian,—shall they be left uncared for? The Moham-medans cherish the half-witted, and regard their incoherent words as a sort of inspiration; and shall the benighted infidels be more charitable than the Christians of Massachusetts?

But it is not only possible that many persons who are now left to vegetate as hopeless idiots, are capable of much intellectual improvement; it has now become a matter of certainty. Schools have been established for them in France and in Prussia; and in those schools the most degraded and, apparently, hopeless idiots have been much improved.

I have myself known several cases in our neighborhood of persons who had long been considered as hopeless idiots, but who, to an experienced eye, showed the marks of capacity for great improvement. Several children have been brought to me who were only insane, and, consequently, were fair subjects for treatment, but who had been always considered as idiots, and treated as such; they had been, in fact, *educated to be idiots*, for all treatment of children is education, be it for good or be it for evil.

I have in my mind one case, where the child of a rich and wise man showed such signs of idiocy as would, if he had been the son of poor and ignorant parents, certainly have condemned him to the

almshouse, to neglect, to idleness, and probably to dumbness (for he could hardly speak); but by a resolute and judicious course of instruction he has been taught to read, has been improved in speech, and will, I doubt not, become a rational man, and able to take care of himself.

Now, may it not be that there are scores and hundreds of such cases among the poor and friendless? And is it not an awful thought that our wealthy community is yearly losing human souls that were intrusted to its care, whom the mere overflowings of our garners might have gathered into the bosom of society? Will not God in his righteous judgments demand them at our hands?

But even if we descend to lower considerations, and regard the economy of the thing, we shall find that worldly wisdom would teach us to train our idiots to habits of industry. Of the 385 who are now supported at the public charge, only a few do any work, and that is of the most unprofitable kind; to say nothing of the destructive tendencies of some who are left unemployed. Now, it is certain that the great majority of them might be taught to do some simple handicraft work, that they might be trained to love labor, and thus support themselves in whole or in part.

It appears, then, that considerations of duty, humanity, and economy all demand that the condition of the idiots at public charge should be inquired into, with a view to its speedy improvement.

With great respect,

I am, dear sir, very sincerely yours,

S. G. HOWE.

MR. BYINGTON.

COMMONWEALTH OF MASSACHUSETTS.

In the Year One Thousand Eight Hundred and Forty-Six.

RESOLVE for the Appointment of Commissioners on Idlocy.

Resolved, That his excellency the governor, by and with the advice and consent of the council, be authorized to appoint three persons to be commissioners to inquire into the condition of the idiots in the Commonwealth, to ascertain their number, and whether anything can be done for their relief, and make report of their doings to the next general court. The actual expenses of said commissioners shall be paid, and nothing more, and the governor is hereby authorized to draw his warrant upon the state treasury therefor.

[House—No. 152.]

COMMONWEALTH OF MASSACHUSETTS.

To the House of Representatives :

I communicate for the information and use of the legislature, a "report in part," made by the commissioners appointed under the Resolve of the 11th of April, 1846, "to inquire into the condition of the idiots of the Commonwealth; to ascertain their number, and whether anything can be done for their relief." Accompanying this report, is an interesting document upon the subject of the school for idiots in Paris.

By the terms of the Resolve, the commissioners are to make their report to the present legislature. As they have not been able fully to complete their investigations, I recommend that provision be made for continuing their powers until the next session of the general court.

The report shows the expense of the commission to be inconsiderable.

GEO. N. BRIGGS.

COUNCIL CHAMBER, March 31, 1847.

BOSTON, March 15, 1847.

His Excellency GEORGE N. BRIGGS :

SIR,—The undersigned, who were appointed by your Excellency as a commission to ascertain the number and condition of the idiots in the Commonwealth, beg leave to report, in part, as follows :—

We proposed to discharge the duty confided to us,—

1st. By addressing a circular containing a list of questions to the town clerk of each town in the Commonwealth.

2d. By inspecting, personally, as many idiots as possible, in order to ascertain their condition and capacity, so as to be able to form a more just estimate of the whole.

3d. By obtaining accurate and minute information concerning the schools which have been recently and successfully established in France, Prussia, and Switzerland.

We regret to say, however, that circumstances over which we had no control, have prevented us from accomplishing fully all that we desired and undertook in either of these three ways.

Under the first head, we obtained pretty satisfactory information from 171 towns, containing an aggregate population of 345,285 inhabitants.

From these towns we have reports containing the names, age, sex,

condition, etc., of 543 idiots, 204 of whom are males, and 339 are females.

Of these, 169 are less than 25 years of age, and of course are proper subjects for instruction. Of the whole number, 106 are supported entirely at public charge.

If the other towns should present the same number, it would show an aggregate of over 1,000 idiots in this Commonwealth, of whom 300 are of proper age for instruction.

Under the second head, we obtained information, by personal inspection of the idiots, in about 30 towns, in various parts of the State, which shows that the condition of these unfortunate persons is very materially influenced by the character of those who have the charge of them.

In some towns, we found the idiots who were under the charge of kind-hearted but ignorant persons to be entirely idle, given over to disgusting and degrading habits, and presenting the sad and demoralizing spectacle of men, made in God's image, whom neither their own reason, nor the reason of others, lifted up above the level of the brutes.

In other towns, idiots, who to all appearance had no more capacity than those just mentioned, were under the charge of more intelligent persons, and they presented a different spectacle,—they were healthy, cleanly, and industrious.

We found some of a very low grade of intellect at work in the fields, under the direction of attendants; and they seem, not only to be free from depraving habits, but to be happy and useful.

The inference to be drawn from this is very important. If persons having only common-sense and common humanity, but without the advantage of experience or study, can so improve the condition of idiots, how much could be done by those who should bring the light of science, and the experience of wise and good men in other countries, and the facilities of an institution adapted to the training of idiots,—how much, we say, could be done by such persons, towards redeeming the minds of this unfortunate class from the waste and desolation in which they now lie?

Under the third head, information concerning what has been done abroad, we have not been able to receive all the documentary and other evidence for which we have applied. We have, however, received enough to give us the assurance that other countries have set an example of successful attempts to instruct and elevate the most ignorant and degraded of men, which it behooves our Commonwealth speedily to imitate.

In conclusion, we would state, that the whole expense of the commission are less than forty dollars; that we consider our labors

as only half finished; and that, if allowed to pursue them, we think we should be able, during the coming season, to present a full and detailed report that will not be unworthy the consideration of the legislature of Massachusetts.

All of which is respectfully submitted.

For the Commission,

S. G. HOWE.

His Excellency G. N. BRIGGS.

MARCH 27, 1847.

Since the above report was written, I have received a very interesting document upon the subject of the school for idiots in Paris, from a gentleman whose name will give it authority. I beg to submit it as a part of the report.

S. G. HOWE.

PARIS, 1 February, 1847.

MY DEAR DR. HOWE,—In the report that the committee for the examination of the condition of idiots in Massachusetts, of which you are chairman, will make to the general court, I do not doubt that you will insist upon the necessity of adopting, in the State of Massachusetts, such measures as experience has shown may be successfully employed to secure the *physical* comfort and moral culture of this unfortunate class of our fellow-beings,—a class, for so long a time and in so many lands, shunned with loathing and aversion,—shut out from all social relation,—regarded as mere animals denied the holy fire of intelligence, and exposed to *physical* treatment worse than the lowest of the brute creation. It is to be hoped that your observations will show that this is not their position with us, but treatment such as I describe I have myself seen inflicted in countries laying high claims to civilization; and, in turning from them to other lands, have been forced to recognize that the injunctions of Mohammed to treat with kindness those on whom nature has forgot to smile, are better observed by *his* followers, than are the lessons of our Divine Master by those who profess and call themselves Christians.

Attention and kindness to idiots are not, however, confined to Mohammedan nations, and we must recognize, as a beautiful example of those compensations which Providence seems to bring for every evil, that, in those countries where the greatest number of idiots is found, the popular sympathy in their behalf is the most developed. In certain districts of France, the common appellation of an idiot is *the innocent*; and the etymology of the word which designates one of the largest classes of idiots, the *crétins*, is itself a key to the senti-

ment of sympathy and fraternity of which I speak. Crétin is a popular corruption of *Chrétien* (Christian), and, in the Alps and Pyrenees, the kindness of the poor peasants towards this unhappy class is a beautiful and touching commentary upon the name they bear.

These cases of isolated kindness have, however, secured only the physical comfort of a few ; and it must be confessed that the intelligent action of philanthropic individuals or of enlightened governments has, until quite recently, done no more. One of the most judicious of living French physicians, Voisin, contrasts the efforts made in behalf of idiots with those which modern science and modern philanthropy have so successfully made in behalf of the insane, and he continues : “ In every age, idiots have been far more unfortunate than the insane. At Sparta, they shared the fate of sickly children, and were thrown into the Eurotas ; and when, in our time, efforts have been made to ameliorate the treatment of those who had lost their reason, nothing has been done for those who, from their infancy, gave evidence of an obtuse and incomplete intelligence, limited to a certain number of phenomena. Once smitten by the terrible appellation of idiot, the child inspires only disgust and horror ; and, deprived of all assistance, sequestered from all society, he remains eternally plunged in the darkness of his infirmity.”

But the surprise which one naturally feels at the small progress heretofore made in the treatment of idiocy, is lessened on examining the narrow opinions relative to it emitted by those who, from their earnest labors for the insane, have acquired a just title to respect. Look, for instance, at the opinions of Pinel, and even of Esquirol. Look into almost any work which treats of idiots, and see the confidence with which they are described as “ beings devoid of understanding and heart,” or as “ *human brutes*.” The great *Dictionnaire de Médecine*, edited by Breschet, Orfila, Velpeau, and others, in its 16th volume, published in 1837, describes idiocy (p. 212) as “ an absence of mental and affective faculties, and an almost complete nullity of the cerebral functions ” ;—and further on, in the same article, says : “ It is useless to attempt to combat *idiotism*. In order that the intellectual exercise might be established, it would be necessary to change the conformation of organs which are beyond the reach of all modification ! ”

The confidence with which this is announced, is only surpassed by that with which Gall condemned to perpetual imbecility all those whose volume of brain failed to fill his insatiable calipers. After describing, in his work upon the Functions of the Brain, several skulls which he has passed in review, he declares that one whose

head presents certain dimensions *must be necessarily an idiot*. "Never has an exception to this rule been found; never will an exception be found." *

Unfortunately for Gall's theory, but fortunately for those suspected of imbecility, many exceptions *have "been found"*; † fortunately, also, for the poor idiots, the error of those who denied them all intelligence, and who pronounced them incurable, has been proved, the interdict against them revoked, and the fact triumphantly established that, however degraded their condition, however devoid of all human faculties they may seem to be, they carry within them the holy spark which intelligent sympathy may inflame. During the past six months, I have watched, with eager interest, the progress which many young idiots have made, in Paris, under the direction of Mr. Seguin, and, at Bicêtre, under that of Messrs. Voisin and Vallée, and have seen, with no less gratification than astonishment, nearly one hundred fellow-beings who, but a short time since, were shut out from all communion with mankind,—who were objects of loathing and disgust,—many of whom rejected every article of clothing,—others of whom, unable to stand erect, crouched themselves in corners, and gave signs of life only by piteous howls,—others, in whom the faculty of speech had never been developed,—and many, whose voracious and indiscriminate gluttony satisfied itself with whatever they could lay hands upon, with the garbage thrown to swine, or with their own excrements;—these unfortunate beings—the rejected of humanity—I have seen properly clad, standing erect, walking, speaking, eating in an orderly manner at a common table, working quietly as carpenters and farmers; gaining, by their own labor, the means of existence; storing their awakened intelligence by reading one to another; exercising, towards their teachers and among themselves, the generous feelings of man's nature, and singing in unison songs of thanksgiving!

It is a miracle, you will exclaim; and so, indeed, it is,—a miracle of intelligence, of patience, and of love. When I expressed to the teacher of the school at Bicêtre, M. Vallée, my gratitude and my surprise at the result of his efforts, his reply was as profound as it was beautiful and modest: *Il ne faut, Monsieur, que la patience et le désir de bien faire*—"Patience, and the desire to do good, are all that is necessary." More than this is necessary, and I felt bound to complete his sentence by adding to it the noble motto which Don Henry of Portugal engraved on his shield, and, by his conduct, justified so well,—*le talent de bien faire*. Patience and the talent, as

* Gall, "*Sur les Fonctions de Cerveau*," t. II. p. 330.

† For an interesting account of these exceptions, see Parchappe, *Recherches sur l'Encéphale*, p. 32.

well as the desire, to do good, are all required ; but these can all be found in the community where Laura Bridgman has been taught, and, the possibility of success now fully established, it would be an insult to Massachusetts to suppose that she will not be among the first to make those efforts for her idiot population which many European states are already commencing.

The fact, I have said, is now clearly established, that idiots may be educated,—*that the reflective power exists within them, and may be awakened by a proper system of instruction* ; that they may be raised from the filth in which they grovel to the attitude of men ; that they may be taught different arts, which will enable them to gain an honest livelihood ; and that, although their intelligence may never, perhaps, be developed to such a point as to render them the authors of those generous ideas and great deeds which leave a stamp upon an age, yet, still, they may attain a respectable mediocrity, and surpass in mental power the common peasant of many European states.

Before entering into details of the method or system by which this is accomplished, it is proper to give some account of efforts that have been made for the teaching of idiots. The first methodical attempt which has come to my knowledge, was that commenced in 1800, by Itard, upon a boy found wild in a forest in the centre of France, and known as the Savage of the Aveyron. Itard was a friend and disciple of Condillac ; and, during five years, he endeavored, with an indefatigable perseverance, to develop, at the same time, the intelligence of his pupil and the theories of the sensualist school of philosophy. The results, part of which you will find exposed in the two reports of Itard (Paris, 1800, and Imprimerie Impériale, 1807), were not satisfactory, and the attempt was abandoned. In 1828, it was revived, at Bicêtre, by Dr. Ferrus, then the principal physician of that establishment, who undertook the education of a few of the more intelligent of the idiots, and this example was followed, in 1831, by Dr. Falret, at the Salpêtrière. In 1839, when Dr. Voisin was made physician of Bicêtre, a school was organized, which, although producing some good results, was very incomplete, until Mr. Seguin, who, since 1837, had occupied himself in private with the education of idiots, was, in 1842, named director. He had conceived and put in practice a method of education, the happy results of which were certified to by Esquirol, in 1839 ; by a committee of which Orfila was chairman, named by the administrative council of Paris Hospital, in 1842 ; and in 1843, of a committee of the Institute (Academy of Sciences) of which Serres, Flourens and Pariset were members.* During the time of his direction, Mr.

* See *Comptes Rendus de l'Acad. des Sciences*, t. xvii. p. 1295.

Seguin published, in two pamphlets, the results of the first and second quarters of his efforts at Bicêtre. Here he remained, however, only one year, some personal difficulties having arisen between him and the physicians of the establishment, which resulted in the nomination of another to his place. The school has since been under the general superintendence of Dr. Voisin, and under the special direction of Mr. Vallée, while Mr. Seguin has confined himself to private instruction in Paris.

In Switzerland, Dr. Guggenbühl has founded an establishment for the education of crétins, which, within the past three years, has been most satisfactory in its results. More recently, at Berlin, Dr. Saegert has commenced the education of some twenty idiots, and has given an account of the results of one year's efforts, in a pamphlet, which, I hope, you will receive direct from Berlin at the same time as this letter. I send you now a copy of the reports of Dr. Guggenbühl, and also of those made by Seguin, when director of the school at Bicêtre, together with a copy of his large work, in which he explains fully the method he has been led, by experience and reflection, to adopt. I send you also a memoir upon the same subject, by Dr. Voisin.

In the remarkable work of Seguin, you will find details upon the progress of his idiots, stage by stage. He considers their treatment and education as possible on two conditions: 1st, that the treatment be not only hygienic, but moral; and 2dly, that the education be, not the putting in action of acquired faculties, which is the education of common schools, but the development of the functions, of the aptitudes, of the faculties, and of the instinctive and moral tendencies. These must be ascertained by a careful physiological and psychological examination or analysis of each case, a form or table for which is proposed by him. Another table, proposed by Voisin, you will find in his memoir. The education of idiots may, of course, be attempted at any age; but little success can be counted on unless it commence when they are young. Indeed, Seguin considers this success to be the exception to a rule which applies not alone to idiots; viz., that the aptitude to receive instruction is peculiar to youth. After the prior examination has been made, the education is commenced upon,—

- 1st. The moving power; and is followed up by
- 2d. The senses;
- 3d. The perceptive faculties;
- 4th. By gymnastics of comparison;
- 5th. By gymnastics of invention;
- 6th. Excitement of sentiments and instincts by moral necessities;
- 7th. Special excitation of the faculty of spontaneousness;

8th. Incessant provocation to regular action, to speaking, and to the exercise of faculties then developed.

The aptitudes thus created are then applied to different specialties, according to the fortune, age, or position of each individual, taking care to choose, in every case, an occupation which will keep in activity the muscular system as well as the mental faculties.

Mr. Seguin assures me that the average proportion of cases which have come to his knowledge, in which this treatment has failed of success, is not more than one in a hundred; and if nothing more be done, the repulsive symptoms of idiocy, which are all the result of *habit*, and not imposed by nature, may, at least, be removed.

It is the system of Seguin, which, as I before observed, was put in practice at Bicêtre. Since his separation from that establishment, some modifications have been made; but the same general method has been followed up under the direction of Dr. Voisin, and of the intelligent and devoted teacher, Mr. Vallée. The best idea of what may be done, will be formed from a knowledge of what is done there. It is to be regretted that no reports are published there; a fact which renders it necessary, in order to have anything like a satisfactory idea of the mode of proceeding, to follow up, personally, for a certain time, the course of treatment pursued; an undertaking, the labor of which, I may say from personal experience, is more than compensated by the pleasure of becoming an eye-witness to such astonishing results.

Let us take a young idiot, in whom scarce any of the senses appear developed; who is abandoned to the lowest passions, and who is unable to walk or to execute voluntary movements. He is brought to Bicêtre, and placed at once in the class of those boys who are executing the moving power. Here, with about 20 others, who have already learned to act somewhat in unison, he is made, at first by holding and guiding his arms, and feet, and afterwards by the excitement of imitation, to follow the movements of his companions. These, at the order of the teacher, go through with various steps and movements of the head, arms and feet, which, at the same time that they give wholesome exercise to the animal part of the system, develop the first personal sentiment that of rest and immobility. After this, the class is made, at the word of command, to designate various parts of the body. On the 20th January, the number in this class was 18, some of whom had been several months under treatment, others of whom had been just attached to it. The teacher, 1st, indicated with his hand a part of the body,—as head, arms, hand, face, hair, eyes, and named it aloud: the children repeated the movement, and touched the part; 2d, the teacher designated with the voice a part which the idiot touched;

8d, he designated a part by gesture, and the pupils named it aloud. There are many, of course, who are slow to do this ; but the love of imitation, and the care of teachers, produce in time the necessary regularity of movement. The organ of speech has yet, however, to be developed in others.

A complete series of gymnastic exercises, adapted to the various necessities which the physiological examination has established for each case, is now followed up ; the result of which is, to create an equilibrium between the muscular and the over-excited nervous system ; to fatigue the idiot sufficiently to procure him a sound and refreshing sleep ; and to develop his general intelligence. At the same time, the hygienic treatment, adapted to his peculiar case, is applied. He is exposed to the light of the sun, to fresh air ; is made to go through frequent ablutions, and is warmly clad. In most cases a tonic diet is adopted, and he is placed at table where the monitors, by dint of industry and example, teach him to eat as do those around him.

The next step is to educate the senses, beginning with that of feeling ; and beginning with this, inasmuch as it is the sense by which the idiot acquires most readily a knowledge of external objects, long before his eye is accustomed to fix their image, or his ear to listen to sounds. Smell and taste are next cultivated ; the former by presenting to the pupil various odors, which at first make no impression whatever, rose and assafoetida being received with equal favor ; by degrees, and as the harmony of the functions is restored, and the intellectual activity developed, this sense is awakened, and lends again its aid to awaken others. The sense of taste is roused in the same manner, by placing in the mouth various substances, alternately, sapid and acid, bitter and sweet.

The power of speech, so imperfect in all, is the most difficult to develop ; but a method, improving upon that which Pereire practised, in 1760, and which has been since successfully followed up in Germany, has been adopted at Bicêtre, and also in the private practice of Seguin, with great success. This is, however, the part of idiot education that proceeds the slowest, and which, more than any other, except, perhaps, the moral treatment, requires the greatest attention, patience, and intelligence, on the part of the teacher.

The sight is next cultivated ; and here, as indeed in every part of this miracle of instruction, great difficulties were at first encountered. The eyes of the idiot are often perfectly formed, but he sees nothing ; they fix no object. The organ he possesses, but it is passive and dormant. The senses of smell and taste have been developed by direct action upon them ; that of touch, by putting the hand in contact with different bodies ; the stagnant eye of the

idiot cannot, however, be moved by the hand of another. The method employed is due to the ingenuity of Seguin. He placed the child in a chamber, which was suddenly darkened, so as to excite his attention; after which a small opening in a shutter let in a single ray of light, before which various objects agreeable to the pupil, arranged upon slides, like those of a magic-lantern, were successively passed. The light, and its direction, having once attracted his attention, was then by a change of the opening in the shutter moved up and down, to the right and left, followed in most cases by his heretofore motionless eyeballs. This is succeeded by exercises of gymnastics, which require the attention of the eye to avoid, not a dangerous bruise, but a disagreeable thump; games of ball and battledoors are also used to excite this sense. Another means employed, is to place yourself before the idiot, fix his eye by a firm look, varying this look according to various sentiments; pursuing for hours, even, his moving but unimpressed orbit; chasing it constantly, until finally it stops, fixes itself, and *begins to see*. After efforts of this kind, which require a patience and a superiority of will that few men possess, the first reward comes to the teacher himself, for his identity is recognized by other means than the touch, and he catches the first beam of intelligence that radiates from the heretofore benighted countenance.

As a consequence of this development of sight, certain *notions*—not ideas—are taught the child; these are those of form, color, dimension, configuration, etc., etc. Form is taught by means of various objects,—by solid blocks, such as cubes, hexahedrons, etc., and by sheets of pasteboard, cut in squares, and other geometrical figures. The pupils soon distinguish and name the different varieties of triangles,—isosceles, scalene, equilateral and right-angled, and distinguish the square from the parallelogram, lozenge, and trapezium. There are now, at Bicêtre, some in whom the sense of feeling is more acute than that of seeing, and who can distinguish and name these different forms by the touch, without being able to do so by the eye. For giving the notion of color, one among various means, which is the most simple, appears to me at the same time the most useful, inasmuch as it excites the reflective faculty. Two large sheets of pasteboard have drawn upon each of them a star,—on one, in simple lines, on the other, with its rays painted with prismatic colors. Small pieces of pasteboard, corresponding in color and form to these rays, are given to the pupil, who is taught to observe the similarity between the rays which he holds and those of the colored star, and then to cover the original rays of this star by the similar rays which are in his hands. After this, by the example of his teacher and by the exercise of his reflective power,

he compares with his movable rays, upon the uncolored pasteboard, the colored star.

To teach these distinctions of color and form, the same patience and will are necessary as in all the other parts of this most interesting system of instruction. During the autumn of 1845, I watched with interest, at Nantes, the first essays made by the distinguished oculist, Dr. Guépin, to educate the sight of a young man from whose eyes he had, a short time before, removed cataracts, but who enjoyed all his faculties but that of sight. The labor in this case, to develop *one* faculty, was indeed great, although aided by all the other faculties. Imagine what that labor must be, in the case of the idiot, where this mutual assistance is wanting.

The muscular and the sensorial system having been developed, the moral education follows; and here we are brought to observe the great difference between the system adopted by Seguin, and successfully pursued at Bicêtre, and that which failed in the hands of Itard. Itard held, with Condillac, that *all simple ideas are the result of sensation alone*, while Seguin insists on the existence of an internal, intelligent, reflective power, which, seizing the *notions* furnished by the senses, reasons upon them and produces *ideas*.

“The senses,” says Seguin (p. 459), “are the immediate agent of *notions*; the intelligence, the immediate agent of *ideas*. But the capital difference between a notion and an idea is, that the first appreciates the physical properties of things, and the second, their relations. Thus the child, placed in presence of an unknown object, acquires, by his senses, *notions* of its form, size, sound, color, etc., but he acquires the *idea* only by a knowledge of the relations of that object to other objects or phenomena which surround him. . . . An idiot, or a child, may acquire a notion of a key so as to distinguish it from other objects or other keys; but it is only by seeing it in connection with a lock, by observing and reflecting upon its function there, that he forms an idea of a key.”

This difference of the notion and the idea once established, the great moral task is to exercise the inborn intelligence by bringing the pupil to perceive and reflect upon the relations that exist between the notions which he has acquired. In connection with this, it is but proper to correct an error into which Seguin throughout his work, and Voisin in his memoir, have both fallen, in common, however, with most French and many German writers; viz., that of placing in the same category the systems of Condillac and Locke. Condillac taught that all simple ideas are derived immediately from the senses, *and that the faculties of our mind are but our sensations transformed*; while the system of Locke, on the contrary, which, deriving our knowledge of *external objects* from the senses, recog-

nizes at the same time *the existence of an independent reflective power, essential for the completion of our stock of ideas,** would seem to be directly in accordance with the results obtained by this experiment of education.

Another great task is the moral education, which commences, however, with the first contact of the teacher and pupil, and inspires the sentiment of authority; and, relative to this, the duty or faculty of obedience. Experience has shown that it is not by severity that this can be brought about, for that can seldom be long maintained; and the alternations which teachers who indulge in passionate severity so often present, of brutal harshness and insignificant weakness, inspire in the idiot, as well as in every one who thinks, the idea, *not* that the authority embodied in his teacher is the firm, calm expression of a moral law, but that it is the result of caprice and selfishness, against which his own instinct of self-defence compels him to combat. Brute force and distrust never yet created anything good; not so firmness, calmness, sympathy, justice.

It is to his being thoroughly penetrated with this sentiment that I attribute much of the success of Mr. Vallée at Bicêtre. What that success has been, and what the present school is, thanks to the efforts of Seguin, Voisin and Vallée, will be better seen, perhaps, by following up a day's work, at the school than by tracing out the progress of an individual idiot. This will give us the division of time, the different studies and labor pursued, and will enable me to make some necessary observations which I could not, without disturbing the order of my letter, introduce in any other place.

The number of pupils in the school has varied, for some time past, from 80 to 100. At five o'clock they rise, and pass half an hour in washing, combing, and dressing, the monitors (pupils more advanced) aiding those whose instruction is but recently commenced. They then pass into the hall of classes, and range themselves in a double line,—no easy task for the beginners,—when they sing a simple morning prayer, repeated to them by the teacher. After this they make their first breakfast of a simple slice of bread. The class for the education of the senses now begins and fills up the time till 8.15 A. M. In the first or highest division several occupy themselves with face and landscape drawing; and others less advanced with geometrical drawing upon the blackboard. The third division, divided into sections, is of those who are exercising the senses of smell, taste, sight, and observing color and form by the method I have before described. The sense of hearing is exercised, among other means, by the pupils' learning to distinguish and name,

* See Locke on the Understanding, book ii. chap. i. sect. 4.

while blindfolded, the natural sounds as produced by the cords of a bass-viol. Meanwhile the youngest class of 18 or 20 is going through its elementary gymnastics of the moving power.

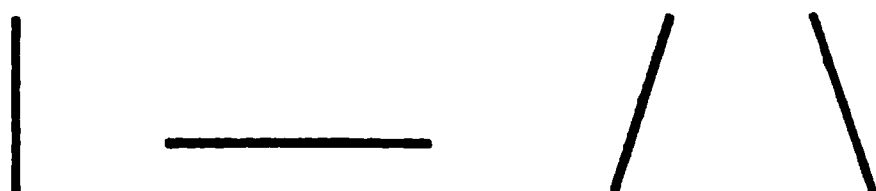
From 8.15 to 9 A. M. is taken up by the study of *numeration* and *arithmetic*. Here the whole school is divided into frequently changing groups, according to the various capacities developed. The lowest of all is ranged in line, and taught to count aloud up to 30; a series of sticks, balls, or other material objects, being given them at the time. This helps to ameliorate their speech, and to stimulate to imitation those who have not that faculty. Another group is set to climb upon ladders, counting the number of rounds as they go up,—and thus the muscular system and knowledge of numeration are simultaneously developed. A higher group is of those who count up to 50 with counters, and who, by means of them, get an idea of unity, plurality, subtraction, addition, and equality. A higher group still has learned to count up to 100, and another group is learning by means of movable figures taken from a case the combinations of numbers. Higher still are boys working upon their slates, or going through calculations upon the blackboard, with a facility and precision that any pupil of Warren Colburn might envy.

From 9 to 9.45. Breakfast, of soup and a plate of meat. The pupils are here seated at table, and eat with fork and spoon, the more adroit aiding those less so.

9.45 to 10.30. Recreation in open air,—running, playing ball, driving hoop, or cultivating a small plot of ground, the hire of which, for three months, each one may gain by a certain number of tickets of good conduct.

10.30 to 11.15. Reading class, in which all take part, divided, however, into various groups, as before.

11.15 to 12. Writing class. Here the lowest group is taught only to trace on the blackboard, with a ruler, these lines:—



The next group is taught to make upon the board the rudimental characters, as



making the three in each line. After this they write on slates, and when farther advanced, the monitor being ready to guide their

hands, they write in ruled books. The highest class rules its own books, and writes alternately a page of large and fine hand.

12 to 12.30. Gymnastics.

12.30 to 1. Music.

1 to 4.45. Manual labor. In this all take part; some as shoemakers, some as carpenters, or rather cabinet-makers, and some as tillers of the ground. One of the best exercises for the body, *inasmuch as it compels the idiot to walk and balance himself unaided*, is that of wheeling a barrow, charged with a weight proportionate to his strength. The most stupid may be soon taught this. Others, more intelligent, wield spade and pick-axe most energetically and profitably; but nowhere does their awakened intelligence appear more satisfactorily than in the workshop of the cabinet-maker. When one of them has sawed through a plank, or nailed together two pieces of wood, or made a box, his smile of satisfaction,—the consequence of “something attempted, something done,”—the real result of which he can estimate,—is beautiful to see. Nor is their work, by any means, to be despised. With one cabinet-maker as teacher and monitor, they performed last year all the work necessary for their school-room and dormitories, as well as for a good part of the great establishment of Bicêtre. At shoemaking they show intelligence; but this is too sedentary an occupation for them. Some, however, who have quitted the school work at it; but the great number of them become farmers and gardeners.

After this manual labor they dine, and after dinner play till 6.15, P. M.

From 6.15 to 7. Grammar class; the lowest group is taught to articulate syllables; the highest, as much as in any grammar school.

From 7 to 8.15 is passed in reading one to another, or in conversations and explanations with the teacher, upon things which may excite the reflective power. Two evenings in the week this hour is devoted to a concert and a dance.

After this comes the evening prayer, sung by all; and then, fatigued, but happy, they retire to rest.

Such is a day at the school of Bicêtre. Every Thursday morning the teacher takes them to walk in the country, and then inculcates elementary notions of botany, designating by their names, and impressing by smell, taste, and sight, the qualities of different flowers and useful vegetables which they see. At the same time he explains, by locality, the first elements of geography. On Saturday evening there is a distribution of tickets of good conduct, three of which, I have before observed, pay the rent of a garden, and one of which may buy off for another, with the consent of the teacher, the punishment adjudged for certain slight acts of negligence. You will

see at once the effect which this must have upon the generous sentiments of the pupils. The sentiment of possession is developed,—the rights of property taught; but its duties and its true pleasures are, at the same time, impressed.

These tickets of good conduct are given also to those who are designated, *by the pupils themselves*, as having done some kind and generous action,—as having been seen to run to the aid of one who had stumbled at play,—who had divided among his companions the *bonbons* he may have received from a visitor, or who had helped, in any way, one weaker than himself. Thus they are constantly on the look-out for good actions in one another; but they are most positively forbidden to repeat the negligences or unkind conduct which they may observe. The surveillance of the monitors is sufficient to detect these; and even were it not, Mr. Vallée prefers that they should go unpunished, rather than that they should serve to cherish the grovelling sentiments of envy and malice which lurk in the breast of the informer and the scandal-monger.

I know no spectacle more touching than this Saturday-evening distribution of the rewards of real merit.

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You will see how easy it would be to enlarge upon this sketch; but, I trust, what I have already written will be sufficient to convince even the most incredulous, that there is nothing either visionary or impracticable in the attempt to raise this unfortunate class of our fellow-beings from the state of misery and degradation to which they have been hitherto condemned in all ages and in nearly every land. For other nations, the education of the deaf, the blind, the infirm in intellect, may be regarded as a philanthropic provision, or as a compliment to civilization; for republics, it is an imperative duty, the necessary result of the principle on which they are founded, and by which they are sustained,—*the principle of justice*, that accords to every one, not as a privilege, but as a right, the full development of all his faculties.

Believe me, my dear Dr. Howe,

Your faithful friend and servant,

GEORGE SUMNER.

[Dr. Howe's complete report on idiocy (Senate Document, No. 51—1848) is too voluminous to be reprinted here. For a synopsis of the same, see Appendix B.]

[Senate—No. 106.]

COMMONWEALTH OF MASSACHUSETTS.

The Joint Committee on Public Charitable Institutions, to which was referred the report of the commissioners appointed by the governor and council, under the Resolve of April 11, 1846, to inquire into the condition of the idiots of the Commonwealth, to ascertain their number, and whether anything can be done for their relief, ask leave to report,—

That common observation, the official report of the various town officers, and the research of commissioners appointed for the special purpose, all concur in showing that there is a large number of idiotic persons in the Commonwealth who live in a state of brutish ignorance, idleness, and degradation, and go down to the grave like the brutes that perish, without a ray of religious, moral, intellectual light; and experience has shown that, where such persons are taken at a proper age, they may be trained to habits of decency, industry, and sobriety, and lifted up from the slough of mere animal existence to the platform of humanity; and the State admits the claims of every one of its children to a share in the common blessings of education, and provides it by special enactments and at great expense for those who cannot be taught in common schools, such as the blind and mutes; and idiots, the most helpless and wretched of all, are most in need of skilful instruction; and that religion and humanity demand that a fair trial should be made of their capacity for improvement. Under these considerations, your committee ask leave to report the accompanying Resolves.

Per order of the Committee.

THOS. BRADLEY, *Chairman.*

COMMONWEALTH OF MASSACHUSETTS.

In the Year One Thousand Eight Hundred and Forty-Eight.

RESOLVES concerning Training and Teaching Idiots.

Resolved, That there be paid out of the treasury of the Commonwealth, a sum not exceeding twenty-five hundred dollars annually, for the space of three years, for the purpose of training and teaching ten idiotic children, to be selected by the governor and council from those at public charge, or from the families of indigent persons in different parts of the Commonwealth: *provided*, that an arrangement can be made by the governor and council with any suitable institution now patronized by the Commonwealth for charitable purposes.

Resolved, That the trustees of the institution undertaking the instruction and training of said idiots, shall, at the end of each and every year, render to the governor and council an account of the actual expense incurred on account of said idiots; and if the amount expended shall be less than the sum received from the public treasury, the unexpended balance shall be deducted from the amount of the next annual appropriation.

Resolved, That the said trustees shall be authorized to require that the authorities of any town which may send any idiot paupers to them for instruction be required to keep them supplied with comfortable and decent clothing.

Resolved, That the governor be authorized to draw his warrant for twenty-five hundred dollars, on the treasurer of the Commonwealth, in favor of the treasurer of any institution which shall take the responsibility of training and teaching said ten idiots, as soon as he shall receive official information that the trustees will assume that responsibility.

AN ACT to incorporate the Massachusetts School for Idiotic and Feeble-Minded Youth.

SECT. 1. S. G. Howe, Samuel May, Stephen Fairbanks, their associates and successors, are hereby made a corporation, by the name of the Massachusetts School for Idiotic and Feeble-Minded Youth, for the purpose of training and teaching such persons; with all the powers and privileges, and subject to all the duties, restrictions, and liabilities, set forth in the thirty-eighth and forty-fourth chapters of the Revised Statutes.

SECT. 2. Said corporation may hold, for the purposes aforesaid, real estate not exceeding in value one hundred thousand dollars, and personal estate, the income of which shall not exceed ten thousand dollars.—[*Approved by the Governor, April 4, 1850.*]

[Senate—No. 36.]

COMMONWEALTH OF MASSACHUSETTS.

IN SENATE, March 6, 1851.

The Joint Committee on Public Charitable Institutions, to whom was committed so much of the governor's message as relates to public charitable institutions, having visited the experimental school for teaching and training idiots, and carefully considered the condition of that unfortunate class of persons, report as follows:—

By a Resolution of the legislature, dated April 11, 1846, the gov-

ernor was authorized to appoint a commission "to inquire into the condition of idiots in the Commonwealth, to ascertain their number, and whether anything can be done in their behalf."

The commission was continued by a Resolution of the succeeding legislature, and made a full and final report in February, 1848, which was printed among the Senate documents, and numbered 52.

The report disclosed facts of a painful nature with regard to the number and condition of idiots, but also held out hopeful assurance that much might be done to ameliorate their unhappy lot.

The legislature, by Resolves dated May 8, 1848, made an annual appropriation of twenty-five hundred dollars for three years, to be devoted to an experimental school, for the purpose of testing the capacity of idiots for improvement. The governor made arrangements with the trustees of the Institution for the Blind for conducting the experiment. The school was commenced in October, 1848, and has been ever since in operation.

Your committee have visited this school, and been highly gratified by what they saw ; the experiment seems to have succeeded entirely. The capacity of this unfortunate class for improvement seems to be proved beyond question. The school, however, must be abandoned unless adopted by the legislature, and put upon a permanent footing. Meantime, an institution has been regularly incorporated under the name of the "Massachusetts School for Idiotic and Feeble-Minded Youth," and the corporation is composed chiefly of persons who have been connected with the Institution for the Blind, while the experiment for training idiots was going on in that establishment.

Your committee, in view of all these facts, and considering that there are, and, in the natural course of events, must, for many generations, continue to be, in the Commonwealth, a large number of idiotic persons who are cut off by their infirmity from a share in the blessings of education, and whose condition is made still more unhappy and wretched by being left in ignorance and idleness, and all their consequent vices ; and considering that it has been satisfactorily shown that such persons are not without capacity for improvement, but, on the contrary, can be trained to habits of decency, order, sobriety, and industry, and even taught the rudiments of knowledge ; in a word, that they can be raised up from a level with brutes to a humble place upon the platform of humanity ; and, considering that other classes of the unfortunates, who can be taught, have had special provision made for their education, therefore, your committee respectfully submit the accompanying Resolves.

For the Committee.

JOHN W. GRAVES, *Chairman.*

COMMONWEALTH OF MASSACHUSETTS.

In the Year One Thousand Eight Hundred and Fifty-One.

RESOLVES concerning Idiotic Children.

Resolved, That there be paid, annually, out of the treasury of the Commonwealth, to the treasurer of the Massachusetts School for Teaching and Training Idiotic and Feeble-Minded Youth, the sum of five thousand dollars, to be devoted to teaching and training indigent idiotic children belonging to this Commonwealth: *provided*, that the board of trustees, having the direction of said institution, shall be composed of twelve persons, four of whom shall be appointed by the governor and council; and *provided*, that the governor, lieutenant-governor, secretary of state, president of the senate, speaker of the house, and the two chaplains, shall constitute a board of visitors, whose duty it shall be to visit and inspect said institution as often as they see fit; to examine the by-laws and regulations enacted by the corporation, and, generally, to see that the object of said institution is carried into effect; and *provided*, *further*, that said institution shall gratuitously receive and educate thirty idiotic persons, to be designated by the governor; and *provided*, *further*, that other applicants of proper age and condition, children of inhabitants of this Commonwealth, who are not wealthy, shall be received at a charge not exceeding the actual average cost of the inmates; and *provided*, *further*, that the members of the legislature, for the time being, shall be, *ex officio*, visitors of the institution, and have the privilege, during the sessions, of inspecting the same.

Resolved, That the governor be authorized annually to draw his warrant for the sum of five thousand dollars, in four equal quarterly payments of twelve hundred and fifty dollars each, in favor of the treasurer of the Massachusetts School for Teaching and Training Idiotic and Feeble-Minded Youth, whenever he shall have satisfactory evidence that the terms and conditions of the foregoing resolve have been fulfilled.—[*Approved by the Governor, April 30, 1851.*]

[B.]

As the first complete report on idiocy, of which no copies can be had anywhere, is too voluminous to be reprinted entire with the other documents, it was considered advisable to print herewith an elaborate and minute review of its contents, published by Dr. Jarvis in the XXXIVTH number of the "American Journal of Medical Sciences," April, 1849.

Report made to the House of Representatives of Massachusetts on the Commission of Lunacy. House Doc. No. 72, pp. 10. Boston, 1846.

Report in part to the Legislature of Massachusetts by the Commissioners appointed to inquire into the Condition of Idiots within the Commonwealth. By SAMUEL G. HOWE. House Doc. No. 152, pp. 20. 1847.

Report on Idiocy made to the Legislature of Massachusetts by the Commissioners appointed to inquire into the Condition of Idiots within the Commonwealth. By S. G. HOWE. Senate Doc., pp. 147. Boston, 1848.

Causes and Prevention of Idiocy. pp. 24. By S. G. HOWE. Boston, 1848.

Next to the poverty of the body,—nakedness and hunger,—the poverty of the mind is occupying public attention and anxiety, and the insane have become, and are becoming, the objects of interest. But it must be confessed, that this interest was excited in former times generally, and in many places even now, not so much for the good of the suffering lunatics, as for the security of the healthy people. The insane were supposed to be too dangerous to others to be allowed to run at large; and they were, therefore, confined in strong places, and other means of security were used, so that the timid public should suffer no injury from them. Some were inclosed in worse places than violent criminals; and the jail, both here and elsewhere, divided its accommodations and its discomforts between the law-breakers and the lunatics; for their recovery was not a thing sought for or expected, and no plan was laid, nor means provided, for this purpose. These patients were deemed as permanent nuisances, and were merely to be kept, not out of harm's way, but out of the way of harming.

But, in the course of time, it was discovered that even these hopeless sufferers could be improved ; and that most of them, if attended to in proper time and manner, could be restored to health. Consequently, the insane, in many places, are provided with all the means of restoration, and receive as tender and as successful care as those who are sick with other diseases.

Notwithstanding these judicious provisions for and attention to the wants and sufferings of the lunatics, there are many whose disease sank into dementia, and they are now left in hopeless fatuity.

There was another and much larger class, who were born without mental capacity, or with it, at most, very imperfect ; or, in whom it had never been developed. These were the idiots. It could not be said that they were to be restored to health, because they had never been in any higher condition from which they had fallen. Their state was not a disease, that should be cured, nor a perversion from which they could be drawn back, but it was an original want of power or defect of development.

Believing that nature had unalterably fixed them in their present condition,—that, as one class of men were created for intelligence and self-direction, so these were created for idiocy and dependence,—the world has hardly entertained the suspicion that they could be improved, and has therefore left them to themselves in their degradation, and only provided for their animal wants, and protected them from harm.

Besides these congenital idiots, there were many others who had, in their early years, more or less intelligence, and gave promise of becoming like other men and women ; but, from some cause or other, and often from no cause that was known to their families or friends, their minds withered away, and they sank into idiocy as deep and as confirmed as those who were born to this condition.

All these, the demented, the congenital, and the supervened idiots, constitute a large class in every country, and bear very heavily upon every community for their care and support.

That fallacious document, the United States Census of 1840, states that there were then 1,271 idiots and insane in the State of Massachusetts, and 17,456 in the whole Union.

Certainly there are as many as, and, without doubt, many more than are here stated ; for, wherever any trustworthy inquiries have been made, the numbers of the insane and idiots have been found greatly to exceed the statements of the national census.

These idiots are the outcasts of society everywhere, and yet they are dwelling in the bosom of many families. For them and for their friends, for those who supported them and for the keepers who sometimes guarded them, there seemed no hope of amendment. There

was, rather, a fear, and even an expectation, that they would grow worse. The best that they could look for was, that they might go through, and end their low and imperfect life as they had begun it.

But, about fifty years ago, accident suggested to some persons in France, that idiots might be improved. Some philosophers of the sensualists' school, wishing to prove that all our ideas were received through the senses, undertook to teach a wild boy who had had been discovered wandering in the forest. He had no language, and apparently no ideas. But, after ineffectual attempts to teach him according to the sensualists' theory, it was discovered that he was an idiot. Yet the labor of Itard, the instructor, was not all lost, for it showed him that his pupil, however low and small his intellectual powers might be, could be educated in some degree. Itard becoming interested in this matter, continued his efforts in his enviable work, until he was convinced, not only that his single pupil could be improved, but that other idiots could be benefited by education.

Various attempts were made in France to do something for this class, and with a success proportioned to the wisdom and energy of the efforts. Among the most active was Mr. Edward Seguin, who, by his writings and his example, enlisted others to coöperate in the same work. Mons. Ferrus established a school for this purpose in Paris, in 1828, and Dr. Voisin, established another in 1839. Dr. Leuret and Mr. Vallée also lent their powerful aid to the work. The result of all these efforts proved, that humanity, even in its feeblest and most degraded condition, can almost invariably receive some advantage from education; and that the dormant power can be roused, and the darkened intellect can receive some light from proper instruction.

In the winter session of 1846, the legislature of Massachusetts authorized the governor—

“To appoint three persons to be commissioners to inquire into the condition of the idiots in this Commonwealth, to ascertain their number, and whether anything can be done for their relief, and to make report of their doings to the next general court.”

Happily for the success of this scheme, Dr. Samuel G. Howe, the philanthropic director of the Perkins Institution for the Education of the Blind, was appointed chairman of this committee of inquiry. He laid his plans with good judgment, and pursued them with his accustomed energy.

In the winter of 1847, the commissioners made their first report. But they had made but a partial survey of the State. They had sent circulars of inquiry to the clerks of every town and city. They had personally visited as many towns, and examined as many idiots, as

possible. They had obtained information from France, Prussia, and Switzerland, in regard to the manner and success of the treatment of idiots in the schools which had been established for their education in those countries.

By all these means the commissioners had obtained much valuable information, but not all that was desired. They were, therefore, authorized to continue their inquiries through another year.

At the session of 1848, Dr. Howe laid before the legislature the result of his second year's labor in this work; and the whole is published by order of the government, in a pamphlet of 100 pages of text, and an appendix of tables extending through 48 pages more.

These reports of Dr. Howe contain a great amount of important information relative to the personal and social condition, and the numbers of idiots, and to the supposed causes of idiocy; and are, therefore, valuable contributions to science.

They treat of the number of idiots in Massachusetts; definition of terms *idiot* and *idiocy*; capacity, condition, and treatment of idiots in private families and in almshouses; cleanliness, alimentation, and exercise of idiots; of European schools for idiots, and of a proposition for the same in Massachusetts. In the supplement, Dr. Howe treats of a classification of idiots, the supposed causes of idiocy, parentage, hereditary tendency to bodily and mental imperfection, circumstances which predispose to idiocy, physical and moral condition of parents, intemperance, self-abuse, intermarriage of relatives, and attempts to procure abortion.

The appendix contains several tables which describe the 574 idiots who were examined, showing their origin, present condition, and future prospects.

Dr. Howe personally visited many towns, and examined a great many idiots. Besides this, a competent and trustworthy agent, Mr. Enos Stevens, was employed for the same purpose. In the course of the years 1846 and 1847, they visited 182 towns, containing, at the last census, 392,586 inhabitants, and discovered 755 idiots. If the same proportion prevails in the whole State and nation, there are 1,418 idiots in Massachusetts, and 32,827 in the United States. They carefully examined 574 of these idiots, and made a record of their names, their physical, moral and mental character and condition, their parentage, history, and the probable causes of their disability; and the whole, with the exception of their names, is published in the report before us.

There are many minute details respecting the parentage, the habits and condition of the relations of the idiots, the bodily state and mental power of the subjects, the size and form of their heads, etc., which, to a careless observer, may seem trivial and irrelevant. But

as "this whole subject of idiocy is new, and science has not yet thrown her certain light upon its remote or even its proximate causes, nothing connected with them can be too minute to be observed by the philosopher who is in search of the origin of this low condition of man."—*Report on Idiocy*.

Dr. Howe is a believer in phrenology, and has brought the principles of that philosophy to bear upon this subject; and although he has not attempted to base this investigation upon that science, yet he has availed himself of its classification of the powers and qualities of man in the conduct of his inquiry.

Supposing in advance, what seems to be shown in the result, that the mental and moral conditions are connected with the general bodily and the cerebral organization, the stature of the idiots, the size and shape of their heads, and the width and depth of their chests have been measured, and the shape of their whole frames and limbs have been examined, and the record of each fact is published.

A large portion—14 pages of the report on idiocy—is taken up with an attempt to define idiocy, or rather an attempt to reconcile the many various and conflicting definitions with which the medical and legal writers have endeavored to describe this state. Our space will not allow us to enter upon this part of the subject, nor should we hope to be more satisfactory than others who have gone before us. Of all the definitions that we find, none include all who are indubitably idiots, without including some who plainly belong to the more intelligent classes of mankind; and these definitions are so unlike, that no two of them, when applied, would include precisely the same number of individuals.

There is and can be no distinct and definite line drawn through society, on one side of which it can be confidently said, that all are idiots, and on the other side, all are of sound mind. The several moral and mental qualities and powers that enter into and make up the mind and character of man, are very unequally distributed. One person has much of one kind, and a disproportionately small quantity of another, and very little of a third, and perhaps none of a fourth. And another may have a very different distribution of power, and be strong in those in which the first is weak, and weak where he is strong. Thus, No. 413 has perception of musical sounds and ability to count, much above the average of men of sound minds, but his skill in the use of his perceptive and reflective faculties are much below them; but No. 139 has a very small arithmetical power, and is dull in regard to musical sounds, while his perceptive faculties are equal to the average of mankind, and his reflective faculties only half as strong. Then we often see a man who is sufficiently wise in ordinary affairs, but has no skill in num-

bers, or very acute in his perception of facts, but very dull in reasoning from them.

From the lowest idiot, who cannot even control his muscular power so much as to move his limbs or masticate his food,—who can neither see, nor hear, nor feel,—up to men of the highest order of intellect, there are all intermediate grades of intelligence, without interval between them. And the mental and moral qualities are distributed in such various proportions in these persons, that it is impossible to classify them strictly.

Idiocy is a defect, rather than a disease ; a deficiency of the several powers in greater or less degree, rather than a disease of the powers that are originally perfect. Dr. Ray calls idiocy a defective development. This agrees with Esquirol, who says, “Idiocy is not a disease, but a state in which the intellectual faculties have never been manifested.” Most of the legal descriptions point to this. Blackstone says, “An idiot, or natural fool, is one who hath no understanding from his nativity.” The old English law recognizes the same origin.

After quoting several definitions of idiocy, Dr. Howe says, “Without pretending to scientific accuracy, idiocy may be defined to be that condition of a human being in which, from some morbid cause in the bodily organization, the faculties and sentiments remain dormant or undeveloped, so that the person is incapable of self-guidance, and of approaching that degree of knowledge usual with others of his age.”—*Report on Idiocy*, p. 19.

There are all degrees of this condition, from the weak-minded man who errs in judgment, and needs counsel of others in the conduct of his affairs, to the lowest idiot, who is but a mere organism.

Writers have made various divisions, each one according to his view of some prominent traits or defects of idiots. To these Dr. Howe adds a division of his own, which is as applicable as any that have been offered, and certainly is as convenient and practicable, inasmuch as it has regard rather to the degree of helplessness and dependence of idiots on others for direction and support.

“IDIOTS of the lowest class are mere organisms, masses of flesh and bone in human shape, in which the brain and nervous system have no command over the system of voluntary muscles ; and which consequently are without power of locomotion, without speech, without any manifestation of intellectual or affective faculties.

“FOOLS are a higher class of idiots, in whom the brain and nervous system are so far developed as to give partial command to the voluntary muscles ; who have consequently considerable power of locomotion and animal action ; partial development of the affective and intellectual faculties, but only the faintest glimmer of reason, and very imperfect speech.

“SIMPLETONS are the highest class of idiots, in whom the harmony be-

tween the nervous and muscular system is nearly perfect ; who consequently have normal powers of locomotion and animal action ; considerable activity of the perceptive and affective faculties ; and reason enough for their simple individual guidance, but not enough for their social relations.”—*Report on Idiocy*, p. 61.

Idiocy, like insanity, may be intellectual or moral, or both, and it may include all or any part of those classes of powers, and in any variety of combination.

Having determined as nearly and stated as clearly as possible what idiocy is, and what idiots are, Dr. Howe next describes the condition of those who had been examined.

Of the 574 idiots, 420 were so from birth, and 154 were originally intelligent, but became idiotic in subsequent years.

Most of them are poor, and a large proportion are public paupers ; 22 have property of their own held by guardians ; 62 belong to wealthy families ; 225 belong to indigent families, but are not public paupers ; 220 are town or state paupers ; the pecuniary condition of 45 was not ascertained.

In regard to their dependence or power of self-sustenance,—

“ Fifty-three are as helpless as infants ; 74 are as helpless as children two years old ; 94 as children seven years old ; 138 can work to some small profit, if carefully watched and directed ; 179 can nearly earn their board, if directed in work by others ; and 36 can earn their board and clothing under the management of discreet persons.”—*Report on Idiocy*, p. 22.

This shows very plainly the absolute and entire dependence of most of this class, and the partial dependence of the rest on the sound and the healthy for support and direction.

Their ages range from six months to 103 years ; 11 are under five ; 49 under 10 ; 200 under 25 ; 372 over 25 years of age ; and the ages of two are not stated.

The great end of all this inquiry was to ascertain the capacity of idiots for improvement. Dr. Howe thinks that 174 of the congenital idiots, and 22 of the supervened idiots under 25 years of age, and 195 congenital and 97 supervened idiots over 25 years old, are capable of improvement. These are proper subjects of education ; they can be taught to do some kinds of labor, to acquire some kinds of knowledge, to attend to their own persons, and take care of themselves.

Of the younger class, 13 congenital idiots, and of the older class, 38 congenital, and 38 supervened idiots appear to be capable of little or no improvement.

Besides their helplessness and dependence, the situation of these idiots is deplorable indeed. Dr. Howe says of the public paupers, “ They are of all sorts and grades of idiocy, from the mere simple-

ton who cannot take care of himself, to the drivelling idiot who wallows in his filth." "Some are comparatively free from the dominion of animal lust and appetite, and are mild, affectionate, and docile; others are a helpless prey to dreadful passions, depraved appetites, and disgusting propensities."

Some want instruction, and if properly encouraged and directed, will coöperate with a teacher in their education; others are as insensible and unimprovable as the oyster, and can receive no advantage from others, except to be fed, clothed, and sheltered.

A large portion of these idiots are kept in public almshouses, and although Dr. Howe says that he met with no instance of wilfully unkind treatment of idiots by keepers of any almshouses, and that "in most cases the overseers of the poor have given orders for the idiots to be treated with kindness," yet they suffer for want of proper management; for however humane and discreet in ordinary affairs the keepers of these houses may be, yet that special character which is best fitted for the direction of idiots, the peculiar talent which can best understand their degree of intelligence, and adapt its use of motives and its plans of action and government exactly to their comprehension, docility and power, is not sought for, and if it is found in any of the keepers, it is rather accidental than the result of design and care on the part of the public authorities.

In consequence of their disability of mind and body, idiots are incapable of taking so much care of their own persons, and doing so much for themselves as others do; they therefore need more care and aid from others to keep their bodies in proper condition. They have a lower sensibility, and their skins are not irritated by foreign matters which may gather upon them; and, moreover, their eyes are not offended by the sight, nor their nostrils by the foul odor of a filthy surface. They require, therefore, uncommon attention from others to keep them in a neat condition, and to preserve them from offensive filthiness of person.

But, for pauper idiots generally, the means of this extraordinary attention are not provided; and, according to the report, "in a great many of our almshouses, they are disgustingly filthy. They change their body and bed linen only once a week, and never bathe." In this last matter, idiots form no remarkable exception to a very large part of the people, and we fear that if this were to be adopted as a test of competent mind, very many who are considered as of sound mind would be thrown into the class of imbeciles.

Idiots do not need more cleanliness than other persons; but they do need as much, and it requires much more care from others to maintain their external purity, and if they are neglected they become more filthy and offensive.

Idiots have generally great appetites, and many of them eat voraciously. Minute inquiry was made as to the quantity of food which 444 usually ate, and this quantity was compared with that which others of the same sex and age usually eat, and the result shows that 20 consume less than the average; 81 just the average quantity; 343 more than the ordinary allowance, and 116 just double the amount that others eat; and the average for the whole 444 was about 50 per cent. more than that required for other persons.

Besides this enormous allowance which they obtain by consent of others, they often steal more, and some will devour the offal and the waste of the kitchen, even the foulest and filthiest garbage which is intended for the swine.

This gluttony increases their natural stupidity, for the nervous energies which might go to sustain a muscular or mental action are all absorbed in sustaining the digestive process.

Idiots are prone to inaction. They do not love motion, and still less labor. They prefer to bask in the sun, and lie there in utter quiescence of both body and mind. If they are required to work, they do it so unskilfully, and need so much direction and urgency, that their labor is unprofitable, and those who have the care of them find it easier to support them without, than with, their help. Consequently, very few of them work for the profit or advantage of the labor. Still fewer take any action for the sake of the exercise and for health. They will not do it voluntarily, and others are unwilling to urge it upon them. Their bodies are therefore sluggish, and their minds stupid. They have weak muscles, and though their frames may be sufficiently full, and their limbs sound, yet it is rather from fat than muscular fibre, of which they have comparatively little.

The general management of the idiots in private families is not much better than in almshouses, and in many it is much worse. Of the 354 who were examined in private houses, only five were treated very judiciously. These were submitted to the best influences for education and direction; they were taught all that they could learn; their powers were developed to the fullest extent; their propensities and passions were therefore controlled or restrained, and they were made comparatively happy and useful.

But these idiots are generally found in the poorest and most ignorant families. They are the children of the weak and the foolish, and sometimes of other idiots like themselves. There is, therefore, manifested in these families a gross ignorance, both of the causes and of the nature of their disability. Their children are thus subjected to the worst influences, the most improper treatment, and, in some cases, to the strangest experiments for their improvement.

"Sometimes they find that their children seem to comprehend what they hear, but soon forget it; hence they conclude that the brain is soft, and cannot retain impressions, and then they cover the head with cold poultices of oak bark, in order to tan or harden the fibres. Others, finding it exceedingly difficult to make any impression on the mind, conclude that the brain is too hard, and they torture the poor child with hot and 'softening poultices of bread and milk; or they plaster tar over the whole skull, and keep it on for a long time."—*Report on Idiocy*, p. 32.

Some give mercury to act as a solder, to close up the supposed crevices in the brain, etc.

Some encourage their children in their ravenous gluttony, because they think the poor imbeciles have no other enjoyment but appetite, and they shall be indulged in that.—*Report on Idiocy*, p. 33.

In conducting this investigation of idiots, each one was examined personally, and inquiry was made of the friends in regard to every point that would throw any light upon their present condition, or its origin. Their parentage, their health, habits, powers, propensities, were ascertained; their stature, their chest, and the size and shape of their heads were measured. The answer to each inquiry was noted in a memorandum-book, and the whole digested and arranged into tables, which we have in the report on idiocy. The names are omitted in the printed table; but each individual is numbered, and against this number are placed the answers to the forty questions that were asked.

The questions related to 1. Age. 2. Commencement of the defect; congenital, or not. 3. Height. 4. Temperament. 5. Tactile sensibility. 6. Command of muscular contractility. 7. Dynamic condition of the body. 8. Sensibility to musical sounds. 9. Skill in the use of language. 10. Capacity of fixing the sight on visible objects. 11. Ability to count. 12. Consumption of food. 13. Manifestation of the amative feelings. 14. Depth of chest. 15. Width of chest. 16. Greatest circumference of cranium. 17. Greatest diameter of cranium. 18. Diameter from the root of the nose to the occipital spine. 19. Transverse diameter over the ears. 20. Arc of cranium from the root of the nose to the occipital spine. 21. Arc from ear to ear. 22. Size of the lower frontal region. 23. Skill in the use of the perceptive faculties. 24. Size of the upper frontal region. 25. Skill in the use of the reflective faculties. 26. Size of the lateral region. 27. Activity of the faculties of self-preservation. 28. Size of the posterior region. 29. Activity of the social sentiments. 30. Size of the coronal region. 31. Activity of the moral sentiments. 32. Size of the cerebellum. 33. Activity of the animal nature. 34. Degree of ability to support themselves. 35. Parents in normal condition or not. 36. Parents drunkards or not. 37.

Number of cases of idiocy or insanity known among near relations. 38. Scrofulous, or not. 39. Given to masturbation, or not. 40. Teachable, or not. 41. Remarks.

The 1st, 3d, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, and 37th questions are answered in numbers positively, in regard to each one. The 4th is answered according to the preponderance and order of the nervous, fibrous, sanguine, and lymphatic temperaments. The highest is placed first, and the lowest last, against each idiot's name or number. The 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 22d, 23d, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32d, 33d, and 34th questions are answered in numbers, relative to the size, power and development of the same in 1,000 ordinary persons of the same age and sex. In these, 10 is assumed as the normal standard of size, power, etc., and those of the idiots are stated in numbers higher or lower, according to the fact. Thus, No. 395, who ate the average quantity of food, is stated as 10; No. 360, who ate double the average quantity, is stated as 20; No. 259 has no language, and is marked 0; No. 268 can use monosyllables, and is marked 1; and No. 190, who talks as other persons, is marked 10.

It may seem forced to state the sensibility to musical sounds, or activity of the moral sentiments or reflective faculties in numbers; yet it is the most convenient way of showing the relative quantity or force of the powers or affections. And as the comparison was made on the spot, and at the time when the answers were obtained, it is probable that these numerical statements are correct. The standard, however, is arbitrary, and various persons who associate with society of more or less cultivation and talent, and have different fields of observation, will have different standards, and consequently different notions of the power of these idiots. Yet we know of no better way of making and stating the comparison, and we put forth these statements of Dr. Howe in confidence that the whole will be sufficiently understood for the purpose of the author, who merely wished to give the best notion of the mental and moral and physical condition of these idiots.

The 2d, 35th, 36th, 38th, 39th, and 40th questions are answered "yes" or "no."

In the last column there are other remarks in regard to most of the persons examined, mostly in reference to parentage, health, habits, and condition of parents and other relations, and also in reference to the history and habits of the idiot.

This table includes idiots of all ages, from a babe of six months to a superannuated idiot of 103 years. Comparatively few are given in the earliest years. Of the 418 congenital idiots whose ages are stated, only 43 are under 10, giving a proportion of 114 per 1,000

of all, in the first decade of life, whereas the whole population of Massachusetts has 237 per 1,000 of all, in this decade. Probably many, perhaps most of the idiotic children may have escaped the notice of the commissioners.

Dr. Howe says, that "there are a great number brought into the world so deformed, that it is apparent that they must be idiotic and so feeble that they do not live through infancy." "Idiots of the lowest class perish in great numbers in infancy and childhood; fools last longer, and simpletons attain to nearly the ordinary longevity. Perhaps it is safe to say, that the average longevity of the lowest class of idiots is not more than six years." And in the opinion of the commissioners, the average duration of all congenital idiots is not more than twelve years.

As we are not sure that we have all the congenital idiotic children, we cannot determine the probable average longevity from this number. The average of all these is 28 years and two and a half months. The average age of all over 10 years old is 31 years and five and a half months. That of all the whites of the State of the same age is 31 years and nine months. So far as any inference can be drawn from this, an idiot, if he survive his tenth year, will live nearly as long as a person of sound mind. This would doubtless be an error. Probably the true longevity of all idiots, and of all above 10 years old, is less than those above stated. This viability depends, in great measure, upon the perfectness or imperfectness of their organization. Hence, idiots of the lowest class, who have the lowest organization, perish early; while simpletons, whose intelligence and organization are not much lower than those of other persons, and who are saved much of the anxiety, wear and tear of life that affect responsible men, often live to a great age. The one whose age is now 103 years belongs to this class.

"When a person appeared in infancy, or early childhood, to be idiotic, he is considered to have been born so." Those idiotic persons who never manifest more power than they now appear to possess, who, as they passed from infancy to childhood, did not put forth the talents of the new age, who, however low they may now be, have fallen from no higher degree of intelligence, are considered as congenital idiots. They belong to the class whom Dr. Howe considers as helpless as infants two years old.

There is another class who appeared in infancy to be as bright as other infants, and even when they were young children they showed no observable deficiency; but when they passed from this stage of life to the next older, they put forth no more power, and remained ever afterward as weak and helpless as young children of seven years old. These are supposed to have some native defect of organization

that prevents any greater expansion of intellect, under the ordinary influences, than they now exhibit.

Dr. Howe says :—

“It was probably the intention of the legislature to use the word ‘idiot’ in the popular and common sense. We have considered, therefore, all persons whose understanding is undeveloped, or developed only in a partial and very feeble degree, or who have lost their understanding without becoming insane, to be proper subjects for examination.”—*Report on Idiocy*, p. 21.

Of the 594 who were examined, 420 are reported as congenital idiots, and 154 became idiotic after birth; according to the table, 29 of these in youth, and some in early manhood, were of sound and active mind, and became afterwards insane, and then idiotic. The idiocy of the 154 is not caused, so far as can be known, by any defect of organization, but by some external cause, or some habits or disease in the course of life.

Here arises a confusion and doubt which, Esquirol says, many fall into in regard to the distinction between idiocy and dementia. Shall those who have once been intelligent but gradually fell afterwards into the idiotic stupor, without the intervention of lunacy, be considered as idiots or as demented persons? Esquirol solves the difficulty by disregarding the symptoms, and looking only at the history in making his distinction. “Idiocy is a state in which the intellectual faculties have never been manifested.”—*Maladies Mentales*, ii., 284.

“A man in dementia is deprived of that which he has once enjoyed. He is a rich man become poor. The idiot has always been poor and wretched.”—*Maladies Mentales*, ii., 285.

The stature of 288 idiots was measured. The average height of 172 males was 64.7 inches, and of the 116 females, 60 inches. These facts would be very valuable, if we had the standard height of healthy men and women with which we could compare them. Unfortunately, we have no such data. If, however, the general notion that 67.5 inches is the average height of adult males, this measurement will corroborate our opinion that idiots have a smaller stature than other persons.

The width and depth of the chest was ascertained in 224 adults, and their average corresponds precisely to that of other persons.

Temperament.—The temperaments of 417 idiots were ascertained and reported in the table. The four classes—nervous, sanguine, lymphatic, and fibrous—are stated in the order of their preponderance against each of the 417 persons. In 143 the fibrous, in 139 the nervous, in 102 the lymphatic, and in 33 the sanguine predominated, and stand first in the table.

Tactile and Cutaneous Sensibility.—Some have very great, even an unnatural, cutaneous irritability; others have very little sense of touch, so that they are not disturbed by flies and other insects on the skin, and take no pains to brush them off. This is not owing merely to general want of power in the nervous system. One female, case No. 210 in the catalogue, 19 years of age, has so little cutaneous sensibility that she takes no notice of flies on her skin, and very little of the prick of a pin, or pulling her hair. “But she is quite animated by the sound of music, and will leave off eating to listen to it.” She is therefore marked 4 as to sensibility of touch, and 13 as to musical sounds, 10 being the standard of each. The average of the 476 examined was 8.52.

Command of Muscular Contractility.—Idiots fail in the command of their muscles, and therefore they cannot control their limbs and direct them with the energy or precision of others. Hence they often walk with a waddling gait, and they make poor mechanics for want of power to use tools and strike with exactness. The average of the 444 examined was 8.33 to 10 when compared with other persons.

Dynamic condition of the body refers to “the general vigor of health, as manifested in the ability to put forth muscular strength. Five hundred and four were examined to ascertain this, and the average was 7.88 to 10 as compared with other persons of their age.”

Probably both the last averages are too large. Dr. H. very properly says that the former is too high. If a more careful examination could be made of the power and muscular control of these idiots, with tools that require precision of action, and with protracted labor that requires continued effort, a different and lower result would be found in regard to them.

Sensibility to the musical sounds, like other powers, is very various. Some have none, others have it in a high degree; one is marked 18, almost double the average of men, and there are all grades between them. Yet idiots are generally dull in this respect; and the average of the 300 who were examined was only 6.3, less than two-thirds of the power that is found in the rest of mankind.

Skill in the use of language, which is often made the test of intelligence, is generally very small in this class of persons. A few enjoy it as other persons. Of the 452 who were examined, one is marked as high as 13, one 11, and 10 are marked 10, and a very few 9 and 8. The rest are lower, and four have no language at all, and are therefore marked 0; and 31 are but little better, using only a few monosyllables, and are marked 1. The average of the whole 452 is 5, one-half the skill of the rest of mankind.

Ability to count is another test of power which was applied, and by which they were found wanting. Many cannot count at all; they

do not see the difference between two and three. Many can count one and two. If we give them one block, and ask how many they have, they may answer one, and then two when we add another; but when we add a third and a fourth, they still do not see more than two. Four hundred and sixty-one were examined with this view, and five had no conception of numbers, and are marked 0. One hundred and fifty-seven had some power, though in the lowest degree, and are marked 1. On the opposite extreme, six are marked 10, the usual average. One is marked 13, two 15, one 16, and one 18, having a power in the use of numbers which would be deemed extraordinary even among those who are sound in mind.

“No. 175 has little use of language. He is marked but 6 in that column; his intellect is very limited; he is, to all intents, an idiot; yet he has an astonishing power of reckoning. Tell him your age, and he will, in a very short time, give you the number of minutes. He is marked 18; he should, perhaps, have been marked higher.” The average of the whole 461 is only 3, less than a third of the power of men of good condition.

Some idiots are unable to *fix their eyes upon small objects*; they stare and gaze but they do not see with distinctness. The image of the object is formed on the retina, but no exactly corresponding sensation is excited in the brain. In this power there is less deficiency than in others; 367 of 442 have the average power of fixing their eyes, and are marked 10; nine have it in an unusual degree, and are marked 11. The average of all is not given, and probably it would not fall much below that of other men.

Size and Form of the Head.—The idiots who were examined have somewhat smaller heads than others, but there is not so great difference in this respect as is commonly supposed, as will be seen by the following averages of measurements. The first column of figures is the number of idiots who were examined; the second is the average measurement of idiots in inches, and the third is the average size of ordinary persons. M. and F. denote male and female:—

Greatest circumference of cranium,	M. 99	21.9	22.0
Greatest circumference of cranium,	F. 59	20.7	21.5
Diameter from root of nose to occipital spine,	M. 94	7.5	7.8
Diameter from root of nose to occipital spine,	F. 87	7.3	7.5
Transversed diameter over the ears,	M. 94	5.5	5.8
Transversed diameter over the ears,	F. 87	5.3	5.5
Arc of cranium from root of nose to occipital spine,	M. 87	13.3	13.8
Arc of cranium from root of nose to occipital spine,	F. 61	13.0	13.5

Arc from opening of one ear over to opening of			
the other,	M. 89	14.0	14.3
Arc from opening of one ear over to opening of			
the other,	F. 61	13.5	14.0

Yet there is a very great difference in regard to the manifestation of the several powers and propensities that are supposed by phrenologists to be connected with the several parts of the head.

Dr. Howe was president of the phrenological society, and is an accomplished scholar in that science. He is skilled in the practical application of its principles. His agent also was accustomed to cranial measurements, to craniological examinations, and to observing the connection between the cerebral developments and the mental and moral manifestations. Phrenology has therefore every advantage of skill, practice, and faith in its truth, to establish it more firmly by means of this investigation, and to give further proof of the soundness of its doctrines, in the correspondence between the prominence or deficiency of certain parts of the cranium and the strength or weakness of certain powers, sentiments or propensities.

But the following table, containing the result of Dr. Howe's observation, shows at least that he has found no new proof of practical phrenology in this new field of inquiry.

Comparison of the development of certain parts of the cranium, and of the mental and moral manifestations with the same in 1,000 ordinary persons, those in the class of sound persons being assumed as 10 :—

Development of the lower frontal region of the cranium,	9
Skill in the use of the perceptive faculties,	5
Development of the upper frontal region of the cranium,	9
Skill in the use of the reflective or reasoning faculties,	3
Development of the lateral region of the cranium,	8
Activity of the faculties of self-preservation,—as cautiousness, cunning, etc.,	4
Development of the posterior region of the cranium,	8
Activity of the social nature, or attachment to others,	6
Development of the coronal region of the cranium,	9
Activity of the moral sentiments,	6
Development of the region of the cerebellum,	7
Activity of the amative feelings,	14
Average activity of the animal nature, estimated by the developments of amative feelings, the dynamic condition of the body, and the consumption of food,	10

—*Report on Idiocy, Appendix, p. 52.*

For ten of these statements, 116, and in the 11th, 114, in the 12th, 70, and in the 13th, 115 idiots were measured and examined, and these are the results, and they are generally corroborated by the measurements and examinations of most of the others.

The average development of the several parts of the cranium of these idiots is, in comparison with that of sound persons, as 43 to 50,—that is, nearly as large. But the average power of the moral and mental faculties supposed to be connected with them, as compared with the same faculties in ordinary persons, is as 24 to 50,—less than one-half.

But, on the contrary, the cerebellum which has as much smaller proportionate development as 7 to 10, is connected with the moral manifestations which are all equal to, and some much larger, than the same in men whose cerebellum is of the ordinary size. The activity of the amative feelings is as 14 to 10, and the activity of the whole animal nature in these idiots is just equal to that of others, or as 10 to 10.

The great deficiency of power, in one case, may just be what a phrenologist would expect from the small deficiency of cerebral development. We are not sufficiently acquainted with the minutia of this science to determine what gradations of power should accompany certain gradations of development of the brain. Nor are we prepared to say whether the excess of the amative feelings ought not to be expected from the diminished cerebellum. We make no deductions from these facts. This we leave to those who wish to establish or disprove the phrenological system from them. We have no desire to do either. We will only say that these facts come to us from unquestionable authority, whose principles and habits would lead him to give due attention and weight to all facts that can have any bearing upon this science, but whose impartiality and regard to truth impel him to state every fact precisely as he finds it, whatever may be the conclusion to which it may lead.

Dr. Howe says: "It may be stated here, in general terms, that the result of this examination and measurement shows, that no dimensions of the head, except extreme diminutiveness, and no shape whatever, can be relied on as criteria of idiocy. A few of the worst cases of idiocy are those in which the head is normal as to size and shape. Nevertheless, the tables show that, taking the aggregate of all the cases, an obvious relation is seen between the size and development of the cranium, and of its different parts, and the amount of intellectual power and of the different kinds of mental manifestation."—*Report on Idiocy*, p. 65.

An inordinate appetite ranks high among the propensities of the idiot's animal nature. More than a quarter of those examined con-

sumed double the usual quantity, and some were insatiable with any amount of food. The average of the whole is 15 to 10, as compared with the food of other persons.

In some the excessive eating was enormous. One child of five years was in the habit of taking a gallon of milk daily, and "one boy of 13 has been known to drink six quarts of water a day," and another, after being reduced and limited as to his food, now consumes just double the average used by others.

The manifestation of the amative feelings is the saddest part of this whole picture; it reveals oftentimes the cause, and sometimes the terrible consequences, of idiocy. In 70 idiots who were examined, this propensity has a power, compared with that in sound persons, as 14 to 10. "In some cases it amounts to perfect mania," and it continues long after the period of youth, even into old age. One person, 66 years old, is given now to open and shameless masturbation. Another of 63 is given to "excessive venery." Another of 65 has been masturbating for 45 years; because, in these cases, although "the physical power breaks down, the dreadful propensity continues unabated." Among idiots masturbation is a very common vice. Out of 389 idiots who were examined, 204, of whom 75 are females, are known to practice it frequently. Cases were discovered of even little children addicted to this destructive habit; and worse than this, 19 little children were countenanced in this practice by intemperate, foolish, or degraded parents or nurses, even some took satisfaction in this evidence of their children's precocity.

Physical Condition.—Idiocy is often connected with other defects. Of the 574 idiots, 21 are blind, or have deformed eyes, 12 are deaf, 23 have deformity of mouth and nose, 54 have deformed hands or feet, 96 are paralyzed in some parts, 14 are torpid in feeling, 125 are subject to fits, convulsions are produced in three by use of tobacco, and 29 by anger; faintness, nausea, and vomiting are produced in seven by fright. Four hundred and ninety-one out of 497 who were examined are scrofulous.

Degree of Ability to Support themselves.—In the long table of individual idiots, in which is stated in numbers the degree of comparative ability of each one to support himself or herself, 13 are said to be able to do nothing, 48 can do one-tenth, 75 two-tenths, 96 three-tenths, 138 four-tenths, 175 five-tenths, and 32 six-tenths of the amount of labor sufficient for their support. And the average ability of the whole is a little more than one-third sufficient for this purpose.

There is some discrepancy between this statement and that which we quoted before, in which it was stated 220 are as helpless as children two and seven years old. But probably this might be explained

by the author. Perhaps this tabular and numerical statement refers to the possible condition and power of the idiots when under proper guidance, and the former statement to their present condition and power unaided by others. Nevertheless, both go to establish the same principle,—the dependence of this class of persons on others for their support.

There is another element to be included in this estimate; that is, these persons can do as much as herein stated, “under the management of discreet persons.” Alone, their earnings would be much less, and probably in most cases nothing; and when under the care of indiscreet persons, as are the parents of most of them, they do little or nothing towards their own maintenance.

Pecuniary Circumstances.—These idiots are mostly the children of poverty. Of the 529 whose pecuniary condition was ascertained, only 22 had property of their own, and 62 belonged to wealthy families, 225 are members of poor families, and 220 are public paupers.

Age.—Two hundred of these are under, and 374 over, 25 years of age.

Dr. Howe thinks favorably of their *capacity of improvement*. He says “that 196—almost the whole of the younger class—and 272—more than three-fourths of the older class—are capable of being improved in some degree, and raised somewhat from their present miserable condition.

“*The causes of idiocy* are matters of the greatest interest. Why are so many, why are any human beings found in this low, wretched and dependent condition?” This is a question that ought to interest the physiologist, the philanthropist, and the political economist. The causes of this low degradation of humanity should be ferreted out, and if possible removed, and the increase or the future production of idiots prevented.

Not knowing what are the necessary causes of this condition, we must be content with learning what are the preceding or co-existing events or circumstances, that, by their general or universal precedence to, or connection with, idiocy, may be presumed to stand as causes. In this matter Dr. Howe has done a good work. Without pretending to settle this question beyond all doubt, he has thrown much and valuable light upon it. He inquired into the history and condition of each case. He ascertained the character and health of the parents, the early and subsequent health of the subject, his or her organization and propensities, his or her habits, exposures, and indulgences; and the result of each inquiry is stated in the table of his report.

The causes which produce idiocy—which prevent the develop-

ment of the ordinary mental and physical powers, that are essential to normal life, or impair or extinguish them after they have become partially or entirely developed—are probably many and various.

The first thing to be observed is the “low condition of the physical organization of one or both parents.”

It is not our intention now and here to give a dissertation on hereditary character or the transmission of qualities from parent to child. This subject requires more time and space than we now can give to it. Yet we hope ere-long to see it discussed in all its bearings here or elsewhere, and the connection of generations explained so clearly, that the world may be warned and put on its guard against every habit or action that may prevent the perfectness of health in the children.

We would merely say in passing, that we believe that parents can give to their children no other qualities or powers than those which they themselves possess, and that, whatever may be the condition of either parent when the germ, or the element, or the pabulum of life is given to their offspring, that condition, or the peculiarity of organization which is susceptible of that condition, will probably be transmitted to the child.

Dr. Howe has great faith in this principle, and rests much of his argument and explanations upon it; and he has shown so many facts to corroborate it, that it is not easy to withhold our confidence in his reasonings and conclusions. He says, “If ever the race is to be relieved of one tithe of bodily ills which flesh is now heir to, it must be by a clear understanding of, and a willing obedience to, the law which makes parents the blessing or the curse of the children; the givers of strength and vigor and beauty, or the dispensers of debility and disease and deformity.”

We have already shown, that very few of these idiots, whose history was ascertained, were the children of healthy parents. If they inherited any constitution from their progenitors, it was a feeble one at least, and in many instances there was a positive tendency to disease or weakness. Many idiots are the children of idiots or simpletons. Some whole families of these are idiotic, and others are mixed, being in part idiots and in part simple or weak-minded, and others are sound.

Fifty idiots were discovered whose parents were one or both idiotic or insane.

Forty-five parents have each two idiotic children; 13 have three each; eight have five each; one has five; one has seven; one has nine; and one has 11.

The report does not say whether in any or all of these 70 families there were other and sound children, nor whether in these

cases both or only one of the parents were insane or idiotic. Another remarkable fact shows the hereditary tendency. "In 15 families all of the children of the first marriage were idiotic or puny, while all those born of a second marriage of the surviving healthy parent, with a healthy person, were sound in body and mind."

The idiotic taint or hereditary tendency may be considered as the remote or predisposing cause which in many persons lies dormant, until it is stimulated to action by other and proximate or exciting causes, and then both together produce idiocy. Or, the hereditary taint, acting alone, may cause only weakness, which, under the best influences and education, may be contracted, and thus the child may prove to be merely a weak-minded man; or, under other influences, the child may grow to be a simpleton, or have some oddities in his character. But under bad influences, such as the care or neglect of weak, foolish, or wicked parents or associates, the child may become an idiot. In the same family there may be various exciting causes acting on the different children, and producing a corresponding variety of character among them. One child may be merely weak, another simple, a third odd, and a fourth idiotic.

Some of the children of tainted families receive the predisposition to idiocy from their parents, and carry it with them through life; but very careful management and judicious education avert all exciting causes, and these persons pass respectably through the world; yet they may transmit their hereditary taint to their children. Then this third generation, if not as well trained and guarded as their parents, may meet with the exciting causes and become idiotic. Or, if they pursue the faithful course of their fathers, the taint may still lie dormant in them, and they may escape, but yet possibly transmit the taint to the fourth generation, who may or may not be idiots, according to their education and self-management. In this way we may explain the apparent irregularity of hereditary character, and the reappearance of idiocy, insanity, or other hereditary disease in the third or fourth generation, after the second or third has enjoyed a perfect immunity from it.

Idiocy, therefore, although an hereditary disability, does not affect every successive generation, nor all the collateral branches of the same generation. Hence we find idiocy scattered among the various individuals or branches of the same family, touching some and omitting others. In such families, 49 idiots had one near relative idiotic; nine had two; six had three; four had four; six had five; three had 10, and one had 19 near relations like themselves.

The report does not state how many idiots were examined for this purpose, or whether any, or how many of the other 496 idiots were ascertained to have no relatives like themselves. We are, therefore,

unable to make any deductions from this statement, as to the proportion of idiocy which may seem to be hereditary, or the proportion which may be entirely original in the subject.

Very few idiots marry. This is a blessing, and so far it is a safeguard to the race. Humanity requires that the succession of idiots should be arrested. Yet many weak-minded persons and some simpletons marry and leave another generation more weak or simple than themselves. Some persons who have been temporarily insane or demented marry and send their taint or their liability to one or the other of these conditions down to their children.

But the most lamentable and certain, though less frequent cause of congenital idiocy, is the lasciviousness of some female idiots, whose illegitimate offspring are almost always like themselves, idiotic and lustful.

Some persons, who are irrepressibly addicted to masturbation, are advised to marry, as a means of protection from this ungovernable propensity. This, probably, is very well for them; it generally answers the intended purpose; but it is a cruel thing for their children. It entails upon them, perhaps, the same propensity, certainly a feeble constitution; often weak minds, and sometimes idiocy. Twelve of these idiots are the children of parents who were thus married. The other children of the same families, if there are any, if not idiotic, are probably feeble in body and mind, and enjoy a lower degree of life than the children of better or more healthy parents.

The near relationship by blood of the parents seems to be the cause of, or at least it is the precedent fact to, many cases of idiocy. We do not suppose that this connection is, of itself, the cause of idiocy. But if there are any weaknesses, or defects of body or mind, or tendencies to disease, or oddities in the family, they may be overpowered, or cease to appear, in the next generation, if those who have them marry with strangers, and mix their blood and life with those who have not these peculiarities; and thus the children may escape the imperfections or liabilities that otherwise might have been entailed upon them. But when two persons of the same blood and character unite together in marriage, their peculiarities are doubled in power by being combined in their children; and the odd or weak traits, which were subordinate in the parents, may predominate in their offspring.

In the course of this inquiry, the parentage of 359 idiots was ascertained. In 17 families the parents were near blood-relations. In one of these families there were five idiotic children born; in five, four each; in three, three each; in two, two each; and in six, one each. In these 17 families, 95 children were born; 44 idiots, 12

scrofulous and puny, one deaf, one a dwarf; 58 in all of low health or imperfect, and only 37 of even tolerable health.

The parents of Nos. 59, 60, 250, 251 were cousins, and had, beside these four idiotic children, four that were deformed.

Intemperance of Parents.—The habits of the parents of 300 of the idiots were learned, and 145—nearly one-half—are reported as “known to be habitual drunkards.” Such parents give a weak and a lax constitution to their children, who are, consequently, “deficient in bodily and vital energy, and predisposed, by their very organization, to have cravings for alcoholic stimulants.” Many of these children are feeble, and live irregularly. Having a lower vitality, they feel the want of some stimulation. If they pursue the course of their fathers, which they have more temptation to follow and less power to avoid than the children of the temperate, they add to their hereditary weakness, and increase the tendency to idiocy in their constitution, and this they leave to their children after them. The parents of case No. 62 were drunkards, and they had seven idiotic children.

Seven of the congenital idiots were the children of prostitutes; seven others were illegitimate.

The condition of the mothers during gestation may have some influence upon the health and character of the offspring. The commissioners made inquiry as to this matter in regard to as many as possible, and discovered that two of the mothers of the idiots were insane, two were drunken, 16 were sickly and feeble, and seven of these last suffered from fright; one had fits, and received a blow on the abdomen during her pregnancy; and another suffered from violent parturition. All the children who were born from these gestations were idiots from birth, with the exception of two, whose mothers were sickly, and one whose mother was injured. These three became idiots afterward.

Attempts to procure abortion may be injurious to the child, even though it be carried through and safely delivered at the end of the full period. At least seven children were made idiots, says the report, by these unsuccessful attempts. Young women thus sometimes try to get rid of their burden, or conceal their shame; not succeeding, they afterwards marry, and the child is born at the proper time, but is idiotic. Other children are successively born of the same parents, and give no evidence of ill-health or unsoundness of mind. Several cases of this kind are among those alluded to. One woman had seven sound children, and another had six, born in wedlock, though the oldest child of each of them, upon whom abortion was attempted, was idiotic.—*Report on Idiocy*, p. 90.

Looking upon idiocy rather as a deficiency of power, or as a dis-

ability, than as a disease,—as a negative, rather than as a positive, condition,—it is easy to suppose that it may be produced by a single cause, or by the coöperation of several causes which would not individually be sufficient to produce this condition, yet each may contribute its portion of influence to produce this deterioration of mental and physical power, and aid in making the child an idiot. Case No. 89 is an idiot of the lowest kind. He cannot walk, or hardly creep; he cannot feed himself with a spoon, nor can he speak. He has, apparently, no intellect. His father was intemperate, and was nearly related to his wife by blood. Her family were tainted with idiocy, and she had an idiotic cousin. She was much terrified and distressed in mind during the early part of her pregnancy, and was sick, and carried her child with much difficulty through the latter part, and, “finally, her confinement was very long, protracted, and painful.” Possibly, any one of these circumstances,—the intemperance, hereditary taint, intermarriage of relatives, the fright, illness, or difficult parturition, occurring alone, would not have produced idiocy in this case, for the same parents had other children that were not idiotic; yet any one of these may have the effect very materially to diminish what would otherwise have been the bodily and mental vigor of the child, to lower his tone of life, and carry him so far toward idiocy; and thus the added or combined effect of all these depressing causes may be sufficient to produce the idiocy that was manifested in the offspring.

If, as we have supposed, the parents can give to their offspring no other constitution than that which they possess at the time when they impart their life to the child, then the low organization, the ill-health, the folly, the wickedness of the parents, or whatever reduces their power of body or mind below the normal standard, must prepare the way for a still greater deterioration or lower degradation in their children. If, then, these hereditary weaknesses in the children are not overcome by proper training, or, if their hereditary tendencies are not resisted and counteracted by the force of proper education and management, by the cultivation of the highest health and the avoidance of every depressing cause acting on life, and of every exciting cause of disease or idiocy, these children will transmit to the next generation a lower degree of life.

These causes existing in the parents produce idiocy in the children, or that feeble and imperfect organization upon which, when other exciting causes may be added, idiocy may supervene.

Besides the hereditary taint or depression of constitution, there are many personal causes which operate directly upon the subject, and produce original idiocy in him.

Masturbation appears to be the most prominent among these

depressing causes. The habits of 389 idiots were examined in regard to this matter, and 204—more than half—were found to be addicted to it. And what is still more worthy of notice, several children—two of four years, one of seven, two of eight, five of nine, one of 10, two of 11, three of 12, and one of 13,—17 not yet 14 years old,—were given to this disgusting and exhausting habit. No. 447 is stated to have been “healthy and intelligent until taught masturbation at six.” No. 343 is only nine years old, and has been addicted to “masturbation *many* years.”

In some this habit is irrepressible, and in some it is “openly and shamelessly indulged.” It does not always cease with youth, but is, in many, continued far beyond the middle age; eight idiots between 50 and 60, nine between 60 and 70, one 78, and one 80 years old, are reported as still addicted to this vice.

The venereal appetite, either from original organization or from frequent provocation and indulgence, is very strong in idiots. Besides the many who are reported as masturbating, or as open prostitutes, 15 are reported as “very lustful,” or given to “excessive venery”; and even four idiots, who are more than 60 years old, and one nearly 70, indulge in this vice. One of 63 is given to “shameless venery,” and another 64 is “still lustful to excess.”

Intemperance and fits are also prominent among the supposed exciting causes of supervened idiocy.

These habits and conditions of the parents and progenitors of idiots, and of the idiots themselves, are thus stated, not as the entire and unquestioned causes of their present low state, but as the probable causes, and such as are supposed to be so by the families or acquaintances of the idiots.

Besides the several items which are arranged in 40 columns and registered against each individual, as before stated, there are also some other remarks which could not be so easily classified. We are unable to give any farther analysis of these, and yet we offer some quotations as specimens.

“No. 57. Supposed cause, violence during parturition, sickly gestation; subject to fits till 14.

58. Supposed cause, drunkenness of mother in gestation.

59. { Parents related and subject to insanity. Of eight children, four
60. { are idiots and four deformed.

61. Parents intemperate.

62. Parents related; had 16 scrofulous children, three of them idiots.

63. Brother to 403; parents drunkards.

64. Supposed cause, sickly gestation.

65. Father drunkard, and mother scrofulous.

66. Parents scrofulous and sickly.”

- “No. 162. Deformed, gluttonous, and pachydermatous.
 163. From masturbation and gluttony.
 164. Insane and intemperate at 20 years of age.
 165. Full of sores, and always puny; skin pachydermatous.
 166. Salivated in infancy; effects still continued.
 167. Mother had fits during gestation, and received a blow upon the abdomen.
 168. Mother and grandmother scrofulous; nephew to above.
 169. Fits in childhood, and formerly a drunkard.
 170. Mother a simpleton. He is given to masturbation and venery.
 171. Scrofulous and deformed; growth of bones arrested early.
 172. { The parents of these were simpletons, cousins, and drunkards;
 173. { have four children foolish.”
- “No. 339. Father drunkard, and the race all scrofulous.
 340. Mother insane, cousin idiotic.
 341. { Brothers; only children of a scrofulous mother and a drunken
 342. { father; masturbation and fits from 10 years old.
 343. Father intemperate; masturbation many years.
 344. { Masturbation; very scrofulous breed.
 345. { Brother of the above.
 346. Very scrofulous breed.
 347. Gluttonous; parents intemperate; mother a prostitute; sister a simpleton.
 348. Very scrofulous mother; father has healthy children by another wife.
 349. Father drunkard; full of scrofulous sores.”

These show from what a low and degraded race most of the idiots have sprung, and what is their wretched condition now. Idiocy is thus so generally connected with, or produced by, the depressing causes acting on the health and life, with the exhausting habits, circumstances, or exposures that have nearly or remotely gone before it, or immediately co-exist with it, that it may be considered as merely the last step in vital depression.

In the long line of humanity, there are infinite numbers of degrees, from the highest, where is perfect health of body and mind, to the lowest, where is idiocy. Whatever wasting habit, circumstance, or exposure—such as intemperance, debauchery, gluttony, or other depressing cause—acts upon a person standing in any of these degrees, exhausts some of his vital power, and carries him downward, more or less, toward idiocy, and he is therefore a lower man, weak-minded or simple, or foolish, or idiotic, according to the force and protraction of the depressing cause or causes.

It is to be regretted that this commission could not have extended its inquiries through the whole State, and revealed the full extent of the misery and degradation that have thus fallen upon humanity. But this investigation was established only for a definite purpose,

which was to ascertain the number and condition of the idiots, and also whether these could be improved, and whether enough of them were teachable to justify the establishment of a school for them by the State. The government justly inferred that the 574 idiots who were examined, and whose condition and character were learned, were sufficient to indicate the character of the whole, and, therefore, discontinued the commission, and proceeded to provide the means of educating them.

Low and disheartening as is the picture which we have here given of the mental and physical condition of idiots, it is not without hope. Dr. Howe thinks that almost all of them—488 out of 574—are capable of improvement to a greater or less extent.

Two strong inducements for public action or interference to relieve or diminish idiocy, now present themselves. 1st. The enormous expense of supporting 1,400 persons—about one five-hundredth part of the whole population of this Commonwealth—in a state of idiocy; and, 2d. The motives of humanity to give, if possible, to these wretched creatures some idea of responsible life, some means and power of self-sustenance, and some self-respect.

There are two modes of action pointed out. One attempts to remedy or mitigate the evil by educating such of the idiots as can be provided with the means; the other strikes at the root of the future idiocy, and endeavors to remove the causes and prevent the recurrence of the disability hereafter. But we must confess, with great pain, that weighty as is the task to do the first, greater and more hopeless is the last. It is far easier to teach these stupid idiots, even to create intellect where it does not seem to exist, than to reform the morals of men and women whose habits or indulgences lead to idiocy in themselves, or in their children, or to impress upon the world the necessity of looking only to the interests of the next and future generations in their marriage contracts, and in the management of their own persons.

The extinction of idiocy must be a work of ages. Nevertheless, it can be accomplished in the course of time. The causes that weaken or corrupt the human constitution, and produce ill-health, or tendency to idiocy, or idiocy itself, may be removed. The successive generations of the weak, the unhealthy, and the tainted, may be each improved, and raised, and strengthened in some degree. By carefully educating the children of the feeble and corrupted families, by guarding them against the errors of their parents, by teaching them to avoid the exciting causes of idiocy, the hereditary taint may be kept dormant, and even diminished, until finally, through the course of successive generations, it shall be extinguished, and hereditary idiocy appear no more.

For the education of idiots there is encouragement to hope. The experiments which have been made in France, Switzerland, and Prussia, prove that many of these, who otherwise would be idiots of a low order, may, by proper training, be raised to such a condition that they may live in, and enjoy the comforts of, their families, and that others may be made self-dependent and pass respectably and happily through life.

This, however, requires a peculiar kind of training. The usual influences of home, and especially of the ordinary homes of idiots, and the teaching and discipline of common schools, are not sufficient for the education of this class of persons; they must have schools, teachers, and apparatus peculiarly adapted to their capacities and powers.

We believe that there were, until lately, no such schools in America, and that all the idiots of this continent were left to grope their way in their original darkness and degradation, except a few rare cases whose intelligent parents provided the extraordinary and proper means for their education.

The legislature of Massachusetts, at its last session, after receiving these reports from Dr. Howe, appropriated the sum of twenty-five hundred dollars annually, for three years, to educate ten idiots, in order to try the experiment, and the whole was placed under the general direction of Dr. Howe. Mr. James B. Richards was selected as a teacher, and went to Europe to visit the schools which are there in progress, and to learn their method of training and educating idiots. Mr. R. returned in September last, and in October opened his school at Boston with four idiots, and has now nine.

Although nothing decisive as to the extent of the power or the capacity of idiots can be inferred from this small experiment, and the short time during which these few have been under discipline and instruction, yet enough has been done to show that even these stupid and apparently unimpressible children can be roused and taught and influenced.

To form any proper notion of their progress, it is necessary to know their condition when they came to the school. One boy of fourteen was brought from a poorhouse, where he had always worn women's clothes. He is now dressed as other boys are, and enjoys his new garments, and uses them as properly as they do. He could not go up or down two steps without getting upon his hands and knees; now he walks up and down, though with some hesitancy, in the common manner. Five of these boys had no control of their urinal or alvine evacuations; now they control them during the day, and mostly during the night. They could not be trusted to feed themselves, and some would steal food from the kitchen or elsewhere, and

one would devour the offal that was set aside for the swine. Now, they all eat as other boys, under the supervision of their teachers, who determine the quantity of their food. One, who had no use of his feet, can now walk with assistance. Within the first month, one boy of nine years learned to throw wood from the ground on a pile, and another made still farther progress, and learned to pile it straight, laying the sticks parallel with each other. They learned to climb a ladder on the under side, with their hands and feet, and when they reach the top, they can turn around one of the rails to the other side, and return by the upper surface. They could not walk on either side of the ladder when they entered the school in October.

They had no conception of numbers, or of the size or form of objects. Now some of them can count as far as *six* or *seven*; they understand the difference between a square and round object, and will select a quart or a peck, or other measures, when asked to do so.

In their whole appearance and manner there is more of self-respect and intelligence and activity, and one cannot fail to observe the very great difference in the expression of their countenance, when comparing their daguerreotype-likenesses, which were taken when they entered, with their faces as they now appear.

It will not be suspected that we make these statements as proofs of great success or progress, but only to show that the beginning of the experiment offers sufficient encouragement for perseverance; that the idiot's mind is not entirely blank; and that he is not, like the brutes, immovably fixed in the present low rank, and irrecoverably doomed to remain there in darkness and degradation forever.

E. J.

[C.]

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[D .]

TERMS OF ADMISSION, ETC.

The best age for admission is between nine and twelve years.

The institution is not intended for epileptic or for insane children, or for those who are incurably hydrocephalic or paralytic. None such will be retained, to the exclusion of more improvable subjects.

Children will be received on trial for one month, at the end of which time a report upon the case will be made to the parents.

Children must come well provided with plain, strong clothing, and stout shoes for walking in any weather. These must be renewed as often as is necessary, at the expense of the applicants. Those who tear and destroy their clothing must be provided with garments made expressly for them, and of such form and texture as not to be easily torn.

Sufficient surety will be required for the clothing of the pupils, for their board and care in vacation, and for their removal whenever they may be discharged.

The children of indigent parents in Massachusetts can secure gratuitous admission by application to the governor.* For others, a small charge will be made, proportionate to the means of the parents, and the trouble and cost of treating them.

Persons applying for the admission of children as beneficiaries of Massachusetts must fill out certain blanks, the form of which is as follows :—

FORM OF APPLICATION FOR BENEFICIARIES IN MASSACHUSETTS.

, 18 .

To His Excellency the Governor.

SIR :—The undersigned, citizen of Massachusetts, and inhabitant of the town of _____, respectfully represents that his son [or daughter],† named _____, and aged _____ years, is so deficient in intellect that he cannot be taught in the common schools, as other

* The same applies to the other New England States.

† If a town pauper, the overseers of the poor may apply as for their ward.

youth are; and he therefore requests that your Excellency would recommend him for admission as a pupil to the Massachusetts School for teaching and training Idiotic and Feeble-Minded Youth as a state beneficiary.

Respectfully yours,

— —.

The application should be accompanied by two certificates, in the following form:—

I.

I, _____, one of the selectmen of the town of _____, hereby certify that, in my opinion, _____ is not wealthy, and could not well afford to pay \$300 per year for the instruction of _____ at the School for Idiotic and Feeble-Minded Youth.

(Signed)

— —.

II.

I, _____, citizen of Massachusetts, physician, and practitioner in the town of _____, hereby certify that I have examined _____, and find that he is not insane, but is so deficient in mental ability that he cannot be taught in the common schools, as others of his age are.

His bodily health is _____, and he has no cutaneous or contagious disorder.

(Signed)

— —.

N. B.—The physician is earnestly requested to state, in writing, his opinion of the *cause* of the person's mental deficiency; to state whether he is or has been epileptic; also to mention any organic or functional peculiarity that he may have observed. It may be greatly to the advantage of the person, that the physician should send in writing a full and minute account of the case, with his own thoughts and suggestions in regard to it.

If the applicant is admitted as a beneficiary, he must be provided with a paper signed by two responsible persons, in form of a guaranty for removal, as follows:—

We, the undersigned, citizens of Massachusetts, and householders in the town of _____, respectively pledge ourselves that, should _____ be received into the Massachusetts School for teaching and training Idiotic and Feeble-Minded Youth, he shall be kept properly supplied with decent clothing, that he shall be removed during vacations (if his removal be required), and that, whenever he shall be

discharged, he shall be removed at once, and the institution relieved from all responsibility for his support.

(Signed)

— —.

For private pupils, the following bond is required to be signed by two responsible persons, one of whom must be known to the trustees :—

In consideration of being admitted a pupil into the Massachusetts School for Idiotic and Feeble-Minded Youth, at our request, we, the undersigned, jointly and severally promise the said school to pay the superintendent thereof, at said school, quarterly in advance, on the first days of January, April, July, and October, the rate of board and tuition which may from time to time be determined by the trustees of said school for said pupil, to provide or pay for all requisite clothing and other things necessary or proper for the health and comfort of said pupil, to pay for all proper expenses incurred for the return of said pupil to the school in case of elopement, to pay for support of said pupil in vacation, to remove said pupil when discharged, to reimburse funeral expenses in case of death, and, if removed against the advice and consent of the superintendent before the expiration of three calendar months, to pay board for thirteen weeks.

For further particulars, address Dr. S. G. Howe, Boston.

QUESTIONS TO BE ANSWERED

By the Parents or Friends of the Applicants for Admission to the School.

1. What is the applicant's name and age?
2. Where was he [or she] born?
3. Was the birth at the full period of gestation?
4. Were there any extraordinary circumstances attendant upon the delivery? If so, describe them.
5. What has been the general health and bodily condition of the applicant?
6. At what period was it first observed that there was anything peculiar about the applicant?

7. Has there been observed, at any time since birth, anything peculiar in the shape or condition of the head?

8. Does the head now differ in shape or condition from the head of an ordinary person of the same age?

9. What is now the general health of the applicant?

10. Is he [or she] now subject, or has he [or she] ever been subject, to epilepsy, or fits of any kind?

11. Describe the fits, if any?

12. What is now the applicant's weight?

13. What is now the applicant's height?

14. Is there any infirmity of body, or any striking peculiarity?

15. How is the appetite for food and drink?

16. Is the applicant active and vigorous? Does he [or she] run about and notice things, or the contrary?

17. What is the state of the sense of sight? Is the eye bright or dull?

18. What is the state of the sense of hearing? Is it quick or sluggish?

19. Does the applicant show any sensibility to musical sounds?

20. What is the state of the sense of smell?

21. What is the state of the sense of taste? Is he [or she] particular about what he [or she] eats? or will he [or she] swallow things without regard to taste?

22. Is he [or she] gluttonous?

23. What are the habits with regard to personal cleanliness?

24. Can he [or she] talk?—that is, make a regular sentence, containing nouns, verbs, adjectives, and adverbs, etc.?

25. Does he [or she] use understandingly such words as *or* and *if*?

26. Please give several specimens of the mode of talking, and be careful to put down the words exactly as he [or she] uses them.

27. Can he [or she] dress and undress without help?

28. Can he [or she] feed without help?

29. Does he [or she] use a spoon, or knife and fork?

30. Can he [or she] tie his [or her] shoe-string in a regular knot?

31. Can he [or she] do any work? and what kind?

32. What are his [or her] personal habits?

33. Does he [or she] hide, break, or destroy things?

34. Does he [or she] get up in the night and wander about?

35. Is he [or she] obedient?

36. Does he [or she] come when called?
37. Does he [or she] go astray?
38. Is he [or she] passionate?
39. Is he [or she] given to self-abuse or masturbation?
40. Has there been such watchfulness, that you can be sure the applicant is free from all habits of self-pollution?
41. Please state any facts that may show the peculiar character of the applicant.
42. Of what country was the father of the applicant a native?
43. What was the general bodily condition and health of the father? Was he vigorous and healthy, or the contrary?
44. Was the father of the applicant scrofulous, or was he subject to fits?
45. Were all his senses perfect?
46. Was he always a temperate man?
47. About how old was he when the applicant was born?
48. Was there any known peculiarity in the family of the father of the applicant?—that is, were any of the grandparents, parents, uncles, aunts, brothers, sisters, or cousins, blind, deaf, or insane, or afflicted with any infirmity of body or mind?
49. If dead, at what age did the father die, and of what disorder?
50. Where was the mother of the applicant born?
51. What was the general bodily condition of the mother of the applicant?—strong and healthy, or the contrary?
52. Was she scrofulous, or ever subject to fits?
53. Were all her senses perfect?
54. Was she always a temperate woman?
55. About how old was she when the applicant was born?
56. How many children had she before the applicant was born?
57. Was there anything peculiar in the bodily or mental condition of the other children?
58. What was the state of the mother's health during the time she was pregnant with the applicant?
59. Was she subject to any bodily infirmity or severe sickness, or to any extraordinary mental emotion or fright, great sorrow, or the like?
60. Was she related by blood to her husband? If so, in what degree—first, second or third cousins?
61. If dead, at what age did she die, and of what disorder?

62. Was there any known peculiarity in her family?—that is, were any of her grandparents, parents, uncles, aunts, sisters, brothers, children, or cousins, either blind or deaf, or insane, or afflicted with any infirmity of body or mind?

63. What are the pecuniary means of the parents or immediate relatives of the applicant?

64. How much can they afford to pay towards the support and education of the applicant?

65. What are the names of the father and mother?

66. What is the post-office address of the parents, or other responsible friends?

SEVENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1876.

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 repairs on, cost per mile operated, 10, 212.
- Weight, proportion of paying, to dead, 7.
 dead, statistics of, 137.
- Wind, derailment of trains by, 17.
- Worcester & Nashua Railroad, accident on, 23.
 cost per train mile on, 31.
- Workingmen's trains, 52-60.

Part I.

COMMISSIONERS' REPORT.

Commonwealth of Massachusetts.

The Railroad Commissioners respectfully submit their Seventh Annual Report.

The general and continued business depression incident to the financial crisis of September, 1873, has made itself felt much more perceptibly on the Massachusetts railroad system during the last, or second, year following the crisis, than it did during the first.

RAILROAD CONSTRUCTION.

About 50 miles of railroad have been annually constructed in Massachusetts since the year 1835. In 1873-4, there were no less than 130 constructed; in 1874-5, the amount decreased to 41 miles, and during the past year has still further decreased to 33.75 miles.* Of this amount, 24.95 miles were of the standard, or 4 feet 8½ inches gauge, and the remaining 8.8 miles of

* Troy & Greenfield, from Hoosac Tunnel station to North Adams, including Hoosac Tunnel,	7.16 miles.
Female Prison Branch of B. C. & F. R. R., in Framingham, . . . . .	.72 "
Lancaster Mills Branch of B. C. & F. R. R., in Clinton,	1.61 "
Boston & Lowell R. R., branch connecting main line with Salem & Lowell R. R.,	3.21 "
Fall River Railroad, from New Bedford to Fall River,	12.25 "
Boston, Revere Beach & Lynn, from East Boston to Lynn,	8.80 "
	<hr/> 33.75 "
In addition to the above, the Fall River, Warren & Providence, from Fall River to Somerset,	2.16 "
The North Brookfield Railroad, from East Brookfield to North Brookfield,	4.24 "
The Springfield & New London Railroad, from Springfield to State line of Conn.,	7.1 "
	<hr/>
Total length,	47.25 miles.

have been substantially completed, with the exception of ballasting the track. A brief description of each of the above roads may be found in Appendix A.

the narrow, or 3 feet gauge. There are now 23 miles of road of the last description in the Commonwealth. Special reports on the roads opened for business during the year will be found in Appendix A.

THE MILEAGE OF RAILROADS.

The total length of railroads reported to the Board for the last year was 2,459.202 miles of main line and branches, with 693.266 miles of siding, and 626.034 miles of double track,—the equivalent in all of 3,788.502 miles of single track. An increase of 77.409 miles over the preceding year, 36.668 of which are additional sidings. Of these totals there are within the limits of Massachusetts 1,816.748 miles of main track and branches, 504.907 miles of siding, and 440.114 of double track,—the equivalent of 2,761.769 miles of single track. This affords one mile of main track or branch road to 4.29 miles of territory, and to each 909 inhabitants. These are the largest averages to be found in America, though small in comparison with those reported in some European countries, where the population averages as high as 8,000 to each mile of railroad.

NUMBER OF CORPORATIONS.

Returns were received from 63 corporations. As compared with last year, the Taunton Branch has disappeared from the list, its return being made under the name of the New Bedford Railroad Company. The Fall River, the North Brookfield, the Springfield & New London, and the Boston, Revere Beach & Lynn Railroad companies have been added to it; the last-named corporation operates a road built on the narrow gauge, being the fourth of that description included in the returns.

COST OF ROADS.

The average cost of the roads of the standard gauge is returned at \$57,307.64 per mile, exclusive of equipment, which has amounted to an additional sum per mile of \$7,774.47. The narrow-gauge roads are returned at \$16,640.07 per mile, and \$3,592.32 for equipment. The average cost of an equipped road, irrespective of gauge, is returned at \$64,657.06 per mile, but varies from \$98,606.19 for the Boston & Albany to \$9,316.20 for the Martha's Vineyard.

STOCK AND DEBT.

The 63 corporations included in the returns are represented by \$171,616,338.82 of securities, of which \$118,261,285.90 are in the shape of stock, and \$53,355,052.92 in different forms of indebtedness. The amount of stock has been increased \$1,194,487.83 during the year, and the indebtedness \$4,797,714.27. Most of the increased indebtedness has been incurred by the corporations operating roads which terminate in Boston; the Boston & Albany having increased its debt over \$400,000, the Boston & Lowell \$230,000, the Boston & Maine \$274,000, the Eastern over \$3,000,000, the Fitchburg \$153,000, and the Old Colony \$300,000. On the other hand, the debt of the Boston Hartford & Erie was last year returned nominally at \$2,500,000, and this year at \$891,000.

EARNINGS.

The total earnings for the past year amount to \$32,589,485.68, a falling off of \$2,042,997.86, or 5.9 per cent., from those of the year preceding. The chief decrease was in freights, which fell off \$1,546,154.46, or 10 per cent. For the first time, it is believed, in the history of the railroad system of the State, there was also during the year a falling off in the receipts from passengers, which decreased \$375,183.24, or 2.4 per cent. from the preceding year. The falling off was almost exclusively in through travel; the number of those coming and going to and from the State decreasing 479,580, while those travelling within the State only, decreased but 137,361. Of the entire year's earnings, 44 per cent. was received from freight, and 51 per cent. from passengers. In 1871, the freights were 50 per cent., and the passengers 44 per cent., showing a steady increase in this State, year by year, of the value of passenger business as compared with the freight business, which is apparently due to the rapid and steady decline in through freights. The average sum earned on each mile of main line and branch road operated, was \$13,250.84; if, however, the double tracks are computed as additional single track, the average amount earned per mile was \$10,737.65. The amount varied from \$30,003.41 per mile on the New York, New Haven & Hartford road, and \$25,039.90

on the Boston & Albany, to \$2,008.03 on the Springfield, Athol & North-Eastern.

COST OF OPERATION.

The cost of operation has amounted to \$9,329.38, on each mile of road in use; varying from \$17,135.12 on the Boston & Albany to \$1,400.48 on the Springfield, Athol & North-Eastern. It has consumed 70 per cent of the gross earnings, leaving a margin of 30 per cent. as profit on the year's business.

NET INCOME.

The total net income reported is \$9,640,657.16, or 5.7 per cent. on the permanent investment,—that is, on the value of the property as it stands on the books of the corporations. This shows a decrease of seven-tenths of one per cent. from the previous year. This sum was divided among the several corporations as follows:—

13	Co.'s with	\$7,708,272 00	permanent invest't,	had no net income.
17	"	55,755,550 00	" "	had $3\frac{1}{2}$ per ct. or less.
10	"	11,334,315 00	" "	had $3\frac{1}{2}$ to $5\frac{1}{2}$ per ct.
13	"	39,395,395 00	" "	had $5\frac{1}{2}$ to $7\frac{1}{2}$ "
6	"	46,746,680 00	" "	had $7\frac{1}{2}$ to $9\frac{1}{2}$ "
1	"	15,693,049 00	" "	had $9\frac{1}{2}$ to $11\frac{1}{2}$ "
<hr/>				
60		\$176,634,261 00		

PASSENGERS AND TONS OF FREIGHT CARRIED.

The total number of passengers carried was 42,035,846, a decrease from the preceding year of 444,648. Of these, 1,609,804 were passengers going to other States, and 1,609,234 came into the State; the number of those travelling on season tickets was 5,574,136, a decrease of no less than 178,404 from the preceding year. There were 10,927,812 tons of freight moved, of which 3,000,567 tons—a decrease of 196,942—were brought into the State, and 1,416,308 tons—a decrease of 4,500 tons—were carried out of it. The total tonnage into Boston was 2,043,413 tons (decrease, 74,772), and 1,781,082 tons (increase, 94,521) were carried out of Boston. The falling off in the total freight mileage, or tons of freight moved one mile,

was 6.5 per cent. for 1874-5 as compared with 1873-4; while the receipts from freights fell off 9.8 per cent. The roads moved 1,097,000 fewer tons of freight, and received \$1,546,-154 less.

FREE PASSES.

The subject of free passes over railroads has recently attracted much public attention. With a view to ascertaining the extent to which the practice of granting these passes had been carried, a series of interrogatories were addressed to the several corporations. The answers will be found printed in Appendix C of this Report. In examining these answers, it is necessary to bear in mind that the great majority of exchange complimentary-passes are never used. They are sent by the corporations to each other, but, except in the case of some trunk lines, the officers receiving them rarely have occasion to pass over the lines on account of which they are issued.

It will be seen that the practice as regards passes varies greatly. Each corporation lays down a rule for itself, which seems in some cases to be quite stringent, and in others extremely lax. The Boston & Albany, and the Fitchburg roads, for instance, seem to have kept a strict account, and to know, with some degree of accuracy, how many passes have been issued, and the extent to which they have been used. The same is true of the Boston & Maine, and Boston & Lowell, although not to the same extent. Many of the other corporations seem, however, to have practically kept no record at all, especially of trip passes, and to be unable to give any definite information on the subject. It may fairly be regarded as matter for surprise that at this late day a matter of so much importance as the free use of their roads should have apparently excited so little attention on the part of such a number of railroad officials.

The whole system should be broken up, though this probably cannot be done by law. The true rule would be for the conductor of a train to take up a ticket from every person on it, except the train hands. He should not be allowed to receive fares on the cars without in return giving a ticket, which he subsequently should take up as a train ticket. Employés, from the highest to the lowest, should, when on the business of the company, surrender employés' tickets, countersigned by themselves. When public officials travel on public duty, they should

buy their tickets, like other passengers, and their travelling expenses should be regularly refunded to them. In this way, and in this way only, could a true and accurate record of travel be kept, and the abuses always incident to the pass system cut off.

DIVIDENDS.

Of the 63 corporations making returns, 26 paid dividends varying from 1 to 10 per cent., and averaging, on the entire stock of all the dividend-paying roads, 8.7 per cent.

	1874.		1875.	
	No. of com- panies.	Amount of Stock.	No. of com- panies.	Amount of Stock.
Paying 10 per cent. dividends, .	7	\$47,858,000	4	\$40,104,400
9 " " .	1	800,000	2	6,100,000
8 " " .	4	14,100,000	5	15,889,574
7 " " .	4	7,865,700	2	6,865,500
6 " " .	6	5,146,500	4	1,073,950
5 " " .	3	3,450,000	3	1,798,700
4 " " .	1	39,000	2	5,013,000
3 " " .	1	2,010,000	2	1,212,200
2 " " .	2	97,000	1	97,000
1 " " .	1	243,305	1	243,305
0 " " .	30	35,303,258	27	37,127,572

As interest, \$3,152,862 was paid, and the average rate was in the neighborhood of 7 per cent., being \$361,290 more than during the previous year.

COST OF RUNNING TRAINS.

The average cost of running a train one mile has been \$1.169 on the passenger service, and \$1.235 on the freight service; varying from \$0.432 for passenger service on the Springfield, Athol & North-Eastern, to \$1.908 for freight service on the New Haven & Northampton. The average rate on all trains has been \$1.195 per mile, or 1.3 cents more than last year. Receipts have apparently fallen off out of proportion to the reduction of expenses in train service. The average stated cost of service, as deduced from the returns of the last three years, per train mile, is susceptible of division as follows:—

	1873.	1874.	1875.
Repairs of road-bed,	\$0.189	\$0.157	\$0.153
bridges, . . . . .	.023	.021	.026
buildings, . . . . .	.038	.037	.039
Renewal of iron, . . . . .	.081	.080	.056
Repairs of locomotives, . . . . .	.088	.087	.070
passenger cars, . . . . .	.103	.114	.104
freight cars, . . . . .	.151	.101	.111
Salaries, . . . . .	.372	.319	.337
Oil and waste, . . . . .	.018	.016	.015
Fuel, . . . . .	.183	.174	.147
Miscellaneous, . . . . .	.021	.076	.137
Total,	\$1.267	\$1.182	\$1.195

PROPORTION OF PAYING WEIGHT TO DEAD WEIGHT.

The average number of passengers to each train during the last year was 66, and the average number of tons of freight was 64. The passenger trains, including locomotives and baggage-cars, averaged $122\frac{1}{2}$ tons of dead weight, and the freight trains $212\frac{1}{2}$ tons. Consequently, the returns would seem to indicate that the railroad corporations of the State haul 1.778 tons of rolling-stock for each passenger they carry, and 3.292 tons for each ton of freight.

TRAIN MILEAGE.

The total mileage of passenger trains run during the year was 9,589,921, or a decrease of 297,080 miles from the previous year, being a decrease of 3 per cent. in service, corresponding to a decrease of 2 per cent. in earnings. As regards freight, 8,710,611 trains were run one mile, a decrease of 973,991 miles from two years previous, representing a corresponding decrease of \$2,702,059, or 16 per cent., in the earnings from that source.

FARES AND FREIGHTS.

The average fare charged per mile on all the roads was 2.42 cents per mile, ranging from 5.6 mills per mile for season-ticket passengers for long distances, to 10 cents per mile for single-ticket passengers for very short distances. As respects freights, no average can be named, without excluding the cost

of terminal handling, which would not be very deceptive. The average fares and freights, deduced from the returns of the principal roads by dividing the total amounts received from each source by the number of passengers and tons of freight carried one mile, are represented in the following table, the returns for the years 1874 and 1875 being placed in comparison :—

	FARES.		FREIGHTS.	
	1874.	1875.	1874.	1875.
	Cents.	Cents.	Cents.	Cents.
Boston & Albany,	2.47	2.40	1.82	1.53
Boston & Maine,	1.88	2.10	3.59	3.20
Boston & Providence,	2.34	2.32	3.73	3.36
Old Colony,	2.30	2.24	4.13	4.04
Boston & Lowell,	2.09	2.11	4.31	4.04
Fitchburg,	2.20	2.18	4.33	4.13
Eastern,	2.07	2.21	2 85	2.78
Connecticut River,	2.85	2.75	4.00	3.97
New York, New Haven & Hartford,	2.32	2.33	3.69	4.10
Providence & Worcester,	2.63	2.52	3.32	3.46
Worcester & Nashua,	3.17	3.46	3.23	2.94
New Haven & Northampton,	2 97	2.95	3 60	4.14

The most striking feature in the year's business was, however, the very low rate at which merchandise was carried for long distances, contracts being frequently made which did not bring to the companies more than 3 mills per ton per mile, particularly on Western-bound reights. On its through tonnage, accordingly, the average charge of the Eastern road during the year was 1.92 cents per mile; that of the Cheshire was 1.81; while that of the Albany was as low as 1.17. Indeed, so low were the rates, and so unremunerative was the business supposed to be, that several corporations voluntarily withdrew from the competition.

STEEL RAILS.

As regards the track, it appears that 1,040 miles out of 3,085, or 34 per cent., this year, as compared with 29 per cent. last, of the entire main lines of the corporations, are laid in steel,—an increase of 156 miles over the amount reported last year.

TELEGRAPH STATIONS.

The number of telegraph stations has increased from 449 at the close of the previous railroad year, to 498 at the close of the last,—an increase of about 11 per cent., and now representing, as nearly as may be, one station to every five miles of road.

ROLLING-STOCK.

During the year, the number of locomotives has been increased by 15 (from 969 to 984), or about 2 per cent.; the number of passenger-cars has been increased from 1,294 to 1,361,—which, considering the fact that the number of passengers to be carried had decreased in yet greater proportion (7 per cent. as compared with 5 per cent.), indicated a laudable desire on the part of the corporations to meet the demands of the public.

The number of freight-cars returned is 16,720,—an increase of nearly 5 per cent. over the previous year, although there has likewise been a decrease in the freighting business.

TRAIN-BRAKES.

One of the most gratifying features in the returns this year, as last, is the rapid application of the train-brake to the passenger rolling-stock. At the close of last year, it had been applied to 313 locomotives, and to 997 passenger-cars out of a total of 1,294. It is now applied to 353 locomotives, and to 1,227 passenger-cars out of 1,361. When it is remembered that at the time of the accident at Revere, just four years ago, the train-brake had been adopted by a single one only of the Massachusetts corporations, the advance made in this important respect will be appreciated.

It is, however, to be regretted that neither the Providence & Worcester nor the New London Northern roads have yet adopted this great safeguard. It is also an unfortunate fact that a difference in judgment as to the relative merits of different inventions has caused certain other corporations, operating roads forming parts of through lines, to adopt different kinds of brakes. Accordingly, when the through trains are made up at connecting points, the cars and the locomotive are so equipped that the brakes do not operate. The trains, accordingly, are

reduced to a reliance on the old-fashioned hand-brake. There is reason to believe that at least one serious accident, which recently occurred beyond the limits of the State, was attributable to this cause.

STATIONS.

The number of stations returned is 1,151,—an increase of 75 over the number previously reported,—being a station to every 2.14 miles of road operated. In Massachusetts, the proportion is somewhat different, being one station to every 2.27 miles of road.

GRADE CROSSINGS.

The number of grade crossings is still rapidly increasing. There are 2,774 of these returned for the present year, as compared with 2,660 for the previous one,—an increase of 114 in a single year; 607 of these are protected by gates or flagmen. The number of casualties at these points is yearly becoming more noticeable. This fact has repeatedly been referred to in the reports of this Board. During the past year, as will be seen by reference to that portion of the present Report relating to accidents, new and striking illustrations have been afforded of the dangers necessarily incident to the crossing of railroads by highways at grade.

SUMMARY.

In conclusion, it may be briefly stated that the average mile of single-track road (the mile of double-track being estimated at two miles of single-track) of which returns are made to this Board, has cost \$44,500, and that its equipment has cost an additional sum of \$6,000, making a total of \$50,500 for the mile of single-track equipped road, which is represented by \$36,500 of capital stock and \$16,900 of debt. The gross yearly revenue from it is \$10,563; of which \$7,436, or 70 per cent., is consumed in the cost of operation, and \$3,127, or 30 per cent., remains as profit. Fifty-one per cent. of the revenue is derived from the passenger business, and 44 per cent. from freights, and the balance from miscellaneous sources.

STREET RAILWAYS.

Returns were received from 31 street railway corporations. The aggregate capital stock of the street railway corporations was increased during the year \$58,150, amounting on September 30th to \$5,596,275, and their total indebtedness at the same time was \$2,772,982.53 (an increase of \$199,236.62 over the previous year), representing altogether an aggregate of \$8,369,257.53 in stock and debt. One corporation made dividends of 10 per cent., one of 9 per cent., one of 8 per cent., two of 7 per cent., five of 6 per cent., one of 4 per cent., and twenty made no dividends.

The average rate of dividend on the whole capital stock of the corporations was 5.06 per cent., while their net earnings represented a return of 6.4 per cent. on their entire stock and indebtedness. The aggregate length of track returned, inclusive of branches and sidings, was 216.628 miles, or an average of 6.99 miles to each corporation. The average cost per mile was \$21,615.49 on account of permanent way, and \$16,723.13 on account of equipment, representing a total cost of \$38,338.62 per mile of road operated. During the year, an aggregate of 1,291,081 round trips were made, amounting to a total mileage of 8,228,651 miles, and 50,441,776 persons were carried, being 8,405,930 more than were carried by the steam roads during the same time, and an increase of 382,797 over the number carried during the previous year. The average amount received for the carriage of each person was 5.86 cents, and the average cost for the carriage of each person was 4.8 cents, leaving an average profit to the company of 1.06 cents on each passenger. The cost of a round trip was \$1.876, and the profit upon it was 41.4 cents. Of the entire cost of repairs, 22 per cent. was incurred on account of the wear and tear of road-bed and track, 56 per cent. for depreciation of cars, harnesses, and cost of horse-shoeing, etc., and the remaining 22 per cent. was expended in keeping good the stock of horses. The whole number of horses owned by the companies was 3,861, an increase of 128 over the previous year; the whole number of cars 712, an increase of 59. The whole number of persons employed on the steam roads was 18,769, and 1,952 were employed by the street railways, making a total of 20,721 persons in the employ of all corporations

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making returns, being a decrease of 1,650 from the previous year.

ACCIDENTS.

In Appendix B of this Report will be found a tabulated statement of all the reported accidents resulting in death or personal injury upon the railroads of this State, for the year ending September 30.

This record shows that, notwithstanding the strict economy which all the railroad corporations have been obliged to practise in consequence of the generally depressed condition of their business, the personal safety of their passengers has not been neglected, and compares favorably with the statement for any preceding year. No passenger has been killed upon a Massachusetts railroad, and but six have been in any way injured, from causes over which they had no control, or to which they did not directly contribute by their own carelessness.

The whole number of passengers carried by rail during the year is reported as 42,035,846, and the average length of journey made was 15.07 miles. It follows, therefore, that the average journey by rail resulting in injury during the last year has been 105,580,036 miles, or that in travelling upon the railroads of this State the chances are that a person will travel more than one hundred and five million miles before sustaining any injury whatever from causes beyond his or her own control. Or, again, a person travelling 200 miles per day for 312 days in each year, may travel for 1,692 years before sustaining any injury to which he or she did not in any way contribute by their own carelessness.

The ordinary average of accidents of this nature in Massachusetts for the past five years has been in the immediate neighborhood of one passenger to each 1,400,000 carried. During the past railroad year it has been only one to each 7,000,000 carried. How creditable this record is to the care and skill with which the various roads have been operated, may be inferred by comparing the record with that of other countries where similar records are kept and reports published. During a period of ten years—between 1859–69—one passenger was killed or injured upon the railroads of France to each 674,000 persons carried; and in England the average for the last five years has been one passenger killed for every 8,388,980 carried, and one

injured for every 318,000 carried, exclusive of season-ticket passengers.

The following statement shows the proportion of passengers killed and injured to passenger journeys for the four years ending 1873, and the year 1874, respectively, in Great Britain:—

	No. of passengers killed from all causes beyond their own control.	No. of passengers injured from all causes beyond their own control.	No. of passenger journeys, exclusive of journeys by season-ticket holders.	Proportion killed from causes beyond their own control to number carried.	Proportion injured from causes beyond their own control to number carried.
1870, . . . } 1871, . . . } 1872, . . . } 1873, . . . } 1874, . . .	142	4,698	1,589,912,975	1 in 11,196,570	1 in 338,423
	86	1,613	480,000,000	1 in 5,581,400	1 in 297,582

The total number of casualties incident to the operation of the railroads of the State during the year, has been 242, as compared with 279 for the previous year. Of these, 36 were to passengers and 84 to employes, and the balance of 122 were to trespassers on tracks and to persons at crossings, etc. One hundred and nineteen resulted in death to persons, and 123 in personal injury only. More than 42 per cent. of the casualties (103) were occasioned by the unlawful practice of walking upon the railroad tracks.

Eighteen cases of injury, of which 13 were fatal, have occurred at highway crossings at grade (only half the number for the previous year), and five of these fatal cases occurred by a single accident on the Old Colony Railroad at Fall River, on the 27th of June. Eight of them occurred at crossings protected by gates or flagmen, and 10 where there were neither gates or flagmen.

The Commissioners wish again, as they have repeatedly done before, to call attention to the very rapid increase in the number of highway and railroad grade-crossings. On September 30, 1872, there were reported of these, in this State, 2,228; and on September 30, 1875, there were 2,774: an increase of 546 in three years, or at the rate of a new grade-crossing every two days. The facility with which these seem to be granted by the several boards of county commissioners on almost every

application, is most unfortunate. There is now a highway grade-crossing to every mile and one-eighth of railroad in the Commonwealth. During the three years—1872-74—there were 31 persons killed and 38 persons injured at these crossings. During the last year the two worst accidents which occurred at them were at crossings provided, in one case with a gate, and, in the other, with a flagman, showing that these are insufficient protections. As population increases so does the danger, and the only real remedy is never to permit the crossing of a railroad by a highway at grade when it can possibly be avoided. The law authorizing these nuisances (Acts 1874, chap. 372, § 92) should be revised, with a view to their future restriction.

Only one accident has been reported as occurring “at stations,” as against ten for the previous year.

Of the 84 accidents to employés, 37 have been reported as “fatal,” and 57 as only injuring persons. Of these 84 casualties, 32 were upon the Boston & Albany Railroad, 6 upon the Eastern, 7 upon the Boston & Maine, 9 upon the Fitchburg, 5 upon the Boston & Lowell, 5 upon the New Bedford, and 5 upon the Old Colony Railroad, etc.

The accidents to employés are classified as follows:—

By coupling cars,	23
By overhead bridges,	5
By derailment of trains,	9
By falling from trains,	21
By explosion of locomotive,	3
By various other causes,	23
	—
	84

Of these 84 casualties, 64 occurred to “train men,” and 20 to various other classes of employés.

There have been 17 cases of derailment of trains reported, other than those caused by collisions, resulting in injury to 2 persons; and 6 cases of “Collision,” resulting in injury to 7 persons.

The total number of “train accidents” reported for the year is 22 (as against 25 for the previous year), by which 8 persons were injured, but none killed.

The valuable record of train accidents published by the

"Railroad Gazette," and referred to in the last three reports of this Board, has been continued through the past year. It is unofficial and necessarily imperfect, gathered as it is from the columns of the daily press of the country; but it supplies, what was formerly wholly wanting, memoranda both of all noteworthy disasters to trains, and of the direct or indirect causes of the same.

The record for 1875 shows a much larger number of accidents than that of 1874, and also a larger number of persons killed and injured; though much fewer than in 1873.

The total number of accidents reported for the year is 1,179, as against 987 for the previous year,—an increase of 12 per cent.

The number of persons killed is given as 227, as against 201 for 1873,—an increase of 11 per cent.; and the number of persons injured 1,052, as against 740 for 1873,—an increase of 14 per cent.

The total number of accidents, the number of persons killed, and of those injured only, and the number of accidents causing death or injury of persons, for 1873, 1874 and 1875, is given in the following table:—

FOR YEAR ENDING SEPTEMBER 30.					Total number of accidents.	Total number of persons killed.	Total number of persons injured.	No. of accidents causing death to persons.	No. of accidents causing injury only.
1873,	.	.	.	.	1,344	346	1,381	—	—
1874,	.	.	.	.	987	201	740	131	179
1875,	.	.	.	.	1,179	227	1,052	138	225

In the classification of collisions, the term "Head Collisions" includes all cases where trains were moving *towards* each other, whichever end of the train might be foremost; and the term "Rear Collision" covers all cases of trains running into either end of standing trains, as well as into the rear of trains in motion.

The list also embraces accidents to construction trains, and generally it may be said that a large disproportion of the fatal accidents are to such trains. It is not supposed that the list covers all of the minor accidents which have occurred; nor does

it include the numerous accidents to persons at grade-crossings of highways, while walking upon railroad track, falling from trains, etc., etc., unless such casualty was caused by or was the cause of a "train accident."

Of all such, which were of sufficient importance to be reported in any of the newspapers of the country, the record is believed to be full and reliable :—

open, rails removed for repairs, mistaking signals, and various accidental obstructions,—145 accidents; equal to 13 per cent. of whole number.

Broken rails,	112 accidents, = 10 per cent.
Cattle on track,	53 " = 5 "
Malicious obstruction,	20 " = 2 "
Runaway trains,	3 " = 0.6 "
Land-slide,	7 " = 20 "
Causes unexplained,	223 " = 0.5 "
Wind,	6 " = 0.5 "

In addition to the above, there were reported 78 accidents from various causes which were not followed by derailment of trains.

Of the 223 accidents from "Unexplained Causes," most of them were doubtless from "Defective Way" or "Defective Rolling-stock, etc."

In Appendix B may be found a table of all of these reported "train accidents," with their causes in detail, in which it will be seen that six derailments of trains were caused by "Wind," three of which were of passenger trains, upon three-feet or *narrow-gauge* roads. Considering the comparatively small number of roads built upon this gauge in the United States, the record clearly indicates that the danger from this cause has not received a proper degree of attention, and that the surface of cars of narrow-gauge roads, exposed to the action of wind, is largely disproportioned to the wheel-base as compared with cars of "standard gauge."

The number of train accidents and casualties reported in each of the twelve months ending with September, 1874, is as follows :—

YEAR AND MONTHS.	Total number of accidents reported.	Total number of persons killed.	Total number of persons injured.	Number of accidents causing death of persons.	Number of accidents causing only injury to persons.	Number causing injury to property only.	Average number of accidents per day.	Average number of persons killed per day.	Average number of persons injured per day.
1874.									
October, . . .	81	16	60	12	15	54	2.61	.51	1.94
November, . . .	82	13	69	9	18	55	2.73	.43	2.30
December, . . .	74	12	49	7	11	56	2.39	.39	1.58
1875.									
January, . . .	131	10	96	7	21	103	4.23	.32	3.10
February, . . .	211	11	186	8	36	167	7.54	.39	6.64
March, . . .	122	17	73	12	26	84	3.94	.55	2.35
April, . . .	60	9	67	7	15	88	2.00	.30	2.23
May, . . .	54	6	43	4	12	38	1.74	.19	1.39
June, . . .	61	23	67	14	14	33	2.03	.77	2.23
July, . . .	73	33	50	15	13	45	2.35	1.06	1.61
August, . . .	114	27	110	20	20	74	3.68	.87	3.55
September, . . .	116	50	182	23	24	69	3.87	1.67	6.07
Totals—1874-75,	1,179	227	1,052	138	225	816	3.26	.62	2.96
Totals—1873-74,	987	201	740	131	179	677	2.70	.55	2.03

Of the accidents which have occurred in Massachusetts during the year, only four seemed to present any features calling for particular mention. One of these was upon the Lowell & Andover railroad, operated by the Boston & Maine, January 6th; one upon the Old Colony railroad at Harrison Square, January 25th; one upon the New York & New England railroad at Readville, February 15th; and one upon the Worcester & Nashua railroad, August 18th.

The Accident at Harrison Square.

A rear-end collision took place at Harrison Square station, on the Old Colony railroad, at 8.55 P. M., on Monday, the 25th January, 1875; the Hingham train, being two hours twenty-one minutes behind its time, running into the South Braintree special train, which was then stopping at the station on its time.

The Hingham train started from Nantasket, on the South Shore Railroad, at 8.18 P. M., or two hours and twenty-nine minutes behind its time, having been delayed by the derailment of a freight train. It reached Braintree, at which place the South Shore road connects with the main line, and the conductor there learned that the South Braintree special had passed that point at 8.29, running on time, and was then on its way to Boston, making all stops, and with sixteen minutes start. The running time of this train to Boston is thirty-five minutes. Conductor Mellus, of the Hingham train, then directed Engineer Crocker to go ahead; to make no stops, unless signalled to do so, before reaching Harrison Square, and to look out for the South Braintree train.

That train reached Harrison Square on time. Its engine was then disconnected, and, leaving the cars of the train on the main track, backed up on to the Shawmut Branch, connected with the passenger train waiting there, and drew it down to attach it to the South Braintree train. As it was doing this, and while an interval of some seventy feet was yet open between the Braintree and the Shawmut Branch cars, the collision took place.

After leaving Braintree, the Hingham train ran rapidly by the stations, four in number, to Neponset. The engineer did not look at his watch, though aware that he was running very

nearly on the time of the South Braintree train. He ran wholly by the signals, which were of the ordinary character,—semaphores by day and red lanterns by night,—calculated only to preserve an interval of time of not more than ten nor less than five minutes between trains.

These signals the Hingham train found indicating a clear track as far as Neponset, where the red light was still displayed. Here brakes were accordingly signalled and the train slowed down; but, the light being then lowered, it went on without stopping. Under the rule, an interval of five minutes or more must have elapsed between the passage of the Braintree train and the lowering of this light. The distance from Neponset to Harrison Square is about $1\frac{1}{2}$ miles, and the Hingham train was to stop at the square. As it approached that point, the engineer could not see the tail-lights of the train then standing before the station, as they were concealed by the curve; but the signal-light should have been displayed at Park Street crossing, some distance nearer to him as he approached. This light was temporarily under the charge of a boy of fourteen, who had relieved his elder brother, the regular gate-keeper, while the latter went to his supper.

This boy had hoisted the light and was standing at the crossing when he saw the Hingham train coming. Alarmed at the speed at which it seemed to be approaching, and impressed with a sense of the necessity of doing something quickly to avert an accident, the boy pulled down the signal lantern and at once ran up the track towards the approaching train, holding the lantern over the track. The engineer does not appear to have seen it until close to him, when he also caught sight of the tail-lights of the standing train. He at once whistled for brakes and reversed his locomotive. The interval, however, was insufficient to enable him to stop, and the locomotive, while still moving apparently at the rate of six or seven miles an hour, struck the end of the Braintree cars. As the brakes of those cars were all loose, and the locomotive not yet attached, the blow sent them forward until they struck the cars of the Shawmut train, from which they rebounded and stopped.

The colliding locomotive had its smokestack knocked off, and slid forward about its length only from the point where the collision took place; the two cars of its own train were separated

from it by the force of the blow, and were stopped instantly, being left standing on the track some twenty feet behind.

No person was injured by the accident, except the fireman of the colliding engine, who was thrown backward by the shock of the collision, and was slightly strained. One or two passengers were bruised in the panic which followed the accident. The colliding engine was somewhat damaged, and the cars of both trains had their couplings more or less broken; otherwise they were not injured. The whole damage to rolling-stock did not exceed \$250. That it was not greater was mainly due to the fact that both the colliding engine and train were light, weighing altogether but about seventy tons, and that the three cars struck were detached from their locomotive and easily yielded to the blow.

The engineer of the colliding train and the boy in charge of the highway-crossing gate were immediately responsible for the accident in this case. The first for running an irregular train with undue speed and insufficient care; the last for removing the danger signal from its usual place. A modified degree of responsibility, also, rested on the conductor of the Hingham train. Knowing as he did that his train was out of its time, it was his duty not only to exercise the most extreme caution himself, but to see that every other employé upon it did the same. He is responsible for them all, and must be held to a strict responsibility. He should have seen to it that his train, under the circumstances, moved at a proper rate of speed, and rounded all curves, and approached all junctions, with caution. If an accident happens to an irregular train, its conductor cannot exonerate himself on the ground that he did not notice the speed at which it was running, or that he relied on the discretion of others.

The rules of the corporation in this case were sufficient, had they been fully regarded. Its system of signals to secure intervals of time between following trains was crude, but as effective as any in use at the time in New England, unless, perhaps, on the Eastern railroad between Boston and Salem. That it was sufficient, also, to secure safety in the running of trains on the Old Colony road is proved by the fact that in the history of that road there had been but a single previous accident of the same sort. This occurred on the Fall River division, on Novem-

ber 21, 1853. At the time the accident now under consideration happened, the corporation had already made a contract for the application of Hall's automatic distance-signals on that portion of its road between Boston and Harrison Square.

The cars in the train which was struck were of the old-fashioned description, and not equipped with the Miller platform and buffer. Had they been, they would have been better able to resist the shock. The colliding train was not equipped with the train-brake. Had it been, the collision would not have taken place. The corporation had, however, adopted this appliance, and was equipping its rolling-stock with it as fast as it could be passed through the shops. The cars in the Hingham train happened to be of the number of those not yet altered.

The Collision on the Lowell & Andover Railroad.

The collision on the Lowell & Andover branch of the Boston & Maine railroad, January 5th, 1875, was a "head collision" between a passenger train on its way from Lowell to Boston, and a "mixed train" of freight and passenger cars on its way from Lawrence to Lowell. The latter left Lawrence at 8.25 o'clock A. M., and its schedule time to arrive in Lowell is 9.10 o'clock; but frequently having freight to deliver at intermediate stations, it often gets behind time.

The schedule time for the passenger train to leave Lowell for Boston is 9.30 o'clock A. M., but in case of the non-arrival of the mixed train from Lawrence at that time, the rule is for the passenger train to wait at Lowell ten minutes, or till 9.40 o'clock, for it to arrive, and then to proceed.

In this case, this rule was entirely disregarded. The mixed train had not arrived at Lowell at 9.30 o'clock, and the passenger train left promptly on time, and collided with the mixed train about one and a half miles from Lowell station. Fortunately the collision resulted in no loss of life, and only one passenger was injured, but none of the elements of a serious disaster were wanting. Both of the engines and one freight-car were badly damaged.

The conductor and engineer of the passenger train were discharged for violating the rule requiring them to wait at Lowell the prescribed time for the arrival of the delayed train.

The Accident at Readville.

A collision of a train approaching a station with one on a switch before it, took place at Readville, on the New York & New England railroad, on the evening of February 15, 1875.

The engine of steamboat train No. 27, outward passenger, broke a tire of a driving-wheel and came to a stand-still upon the bridge over Sprague Street, a short distance west of Readville station, at about 6.45 p. m. The conductor sent a flagman to stop the following accommodation train, No. 29. The inward accommodation train, No. 34, arriving soon after from the west, the conductor of that train was requested by the conductor of train No. 27 to take the cars of the last-named train over on the inward track, and leave them a little east of the station, so that when the outward-bound train, No. 29, should arrive, it could cross over on to the inward track, and taking them on its rear, proceed westward on the inward track as far as the next station. This No. 34 proceeded to do. When the train passed over the switch of the outward track, the conductor, Mr. Beatty, told the station agent, who was there attending to that switch, to go down the line far enough to signal No. 29 to stop when it should arrive, and that he would attend to changing the switches. This order the station agent, taking a red lantern as a signal, obeyed. After No. 34 had got the cars of train No. 27, and transferred them (with its own train) to the inward track, the switches being changed by Conductor Beatty, and while still standing at the station, Conductor Beatty ordered the engineer to give the whistle-call for the station agent who had been sent eastward to stop No. 29, then due, in case it should arrive before the track was clear, to come in. At this time No. 29 had not crossed the bridge a half mile east of the station, but it very soon came in sight at that point.

After giving the whistle signal, train No. 34 must have stood still for several minutes, and while so standing, or when just starting, No. 29 came on, and not being signalled to halt or slacken its speed, ran over the connecting switch-tracks of the outward and inward tracks, and against the cars of No. 34 and No. 27, which were standing over the switch of inward track, tilting over two of them, and injuring to some extent one or more of the passengers. The engineer of No. 29 is positive

that he approached the station at usual speed, which would permit of his making his appointed stop opposite the station, but the connecting switches being east of the station, and not being signalled to stop or check his speed, he could not stop his train, after he saw the switch was turned upon the cross-track, in season to prevent the collision. There were no signal-lights upon the switch-lever to indicate which track it was set for. There seems to have been considerable confusion, and much lack of judgment in the management of the trains, after No. 27 became disabled.

As the tracks at this point are upon an incline considerably greater than the angle of repose, the best way would have been, not to have detained No. 34 to have done the switching of No. 27's cars, but to have allowed that train to go forward upon its regular trip. When No. 29 had arrived, it could have passed over to the inward track; then, by uncoupling the cars of No. 27 from the engine, they would have run down past the switch by gravity, and No. 29 could then have backed over the connecting switches, and taken them and proceeded on its way to the next station. This not having been done, however, it was a great oversight to have left the switches of the connecting tracks unattended, and set in such manner as to turn No. 29 from the outward to inward track, till No. 34 had gotten entirely out of the way. At such a time the station agent, who should have been responsible for the switches being properly set, should not have been detailed as a flagman to stop No. 29. He should have been at his post attending to his duties of station-master.

The conductor, James M. Beatty, was guilty of gross carelessness, when, after setting the switch from the outward to the inward track, he signalled for the flagman to come in, thereby giving permission for No. 29 to come forward before his train (No. 34) was entirely out of its way.

The Accident on the Worcester & Nashua Railroad.

This accident happened on Wednesday, August 18, 1875, near the north end of rock cut, just beyond the summit, and about $4\frac{1}{2}$ miles north of Worcester.

The road at that point is upon a sharp curve, in a deep rock cut, and upon a descending grade of 38 feet per mile. The steamboat train from New York via Norwich, being then behind time, the regular train for the north, due to leave Worcester at 8 o'clock A. M., left the Foster Street Station at about 8.12 o'clock.

The regular freight train for the north left the freight yard north of Lincoln Square as soon as the passenger train had passed the yard, following at a safe distance. On the arrival of the steamboat train at Worcester, an extra train, consisting of engine, one baggage-car and one passenger-car, was made up and sent north to overtake the regular passenger train at Clinton, a telegram having been sent to that station to hold the train there till the arrival of the extra train. It was also intended to hold the freight train at West Boylston till the extra had passed that point. The engineer in charge of the extra train was charged to keep a sharp lookout for the freight train between Worcester and West Boylston. The rock cut is about one-third of a mile in length, and is throughout its length upon a curve, where a train could be seen only for a short distance by a following one; but for a mile or more before entering the cut, the track is straight.

The engineer of the extra train said, that when he passed the freight yard he looked for the freight train, and saw that it had gone forward, and he knew that he must keep a sharp lookout for it, and did so; that there was a fog and some rain falling at the time, so that he could not see through the cab window clearly, and that he leaned from the side of cab to watch for the train, but did not see it before entering the rock cut, nor until he had passed the summit near the centre of the cut, and entered upon the descending grade. So soon as the engineer saw the freight train ahead of him, he shut off steam and reversed his engine, and then let on steam again. In the hurry and alarm, the reverse lever gear of the engine did not properly catch, and slipped back into the forward motion, so that, when the engine struck the rear end of the freight train, it was in forward motion and under full head of steam on a descending grade, and to this may be attributed the severity of the resulting crash. Ten freight-cars were more or less smashed,—six of them very badly,—and the engine was considerably injured; but, for-

tunately, all of the train men escaped harmless, and the passengers in the extra train were not even severely shaken.

The accident was caused by gross carelessness on the part of the engineer of the extra train, in not keeping a proper lookout for the preceding train while passing through such a deep cutting on a sharp curve and descending grade. He was "suspended" from duty.

RAILROAD ACCOUNTS AND RETURNS.

For several years past the Commissioners have in each of their annual reports, freely criticised the methods of book-keeping in use by the various railroad corporations of the State, and the character of the returns made from them. The railroad returns are, and must continue to be, essentially unreliable, if not even deceptive, until a radical reform in the methods of railroad book-keeping is effected. Upon this point the Commissioners have no new considerations of a general nature to offer. The cause of the difficulty is obvious. It dates from the very origin of the railroad system, when it was not at all appreciated what that system as a whole, or the several members of it individually, were destined to become. Railroads were then regarded as purely private enterprises managed by corporate bodies, in the doings and business affairs of which the holders of the company's stock alone were interested. They were supposed to be more analogous to turnpike corporations than to anything else, and enjoyed much the same exemption from public supervision, nominal returns only being made by them. Gradually, however, the public character of the functions they exercised became better understood, until, as long ago as the year 1846, only eleven years after the first three roads were opened in Massachusetts, the corporations were called upon by a general law for annual statements of their doings and condition, which since then have been published as part of the records of the State. In some other states of the Union, however, no such returns have ever been required, and nothing is known of the affairs of the railroad companies, except what their officials see fit to make public. Neither has provision ever been made in Massachusetts, or elsewhere, to secure any uniformity in the books and the methods of keeping them, which lie behind the

returns. A system might indeed be prescribed by law, and in some cases has been, but the carrying out of the system is left practically in the discretion of the several corporations. Until the year 1873, the Massachusetts returns seem to have been accepted as they were sent in, and published for what they were worth without scrutiny or comment. It is consequently almost needless to say that they were worth very little. For years their preparation was regarded by those on whom it devolved as a mere formal task, in which accuracy was of little importance. Accordingly, the earlier series of returns will not bear the slightest examination. Their errors and discrepancies are gross and apparent. It is, for instance, quite out of the question to ascertain from them even how many miles of railroad there were in Massachusetts at any given time; an item of information, perhaps, as important as any, and one in respect to which accuracy would seem not very difficult of attainment. In the year 1873 a wholly new system was adopted. The returns as they came in were very carefully scrutinized, and explanations of all apparent discrepancies required. In this way, when the figures were published, though this Board in no way held itself responsible for their real accuracy, they were at least plausible.

They are, however, still often inaccurate, and at times even deceptive. Indeed, wherever those in charge of a corporation have any object to gain by a concealment of the true condition of its affairs, these returns afford an excellent opportunity, amounting to almost an invitation, for either the suppression of the true or the suggestion of the false. They do so in a very obvious way. They are collected by authority of law and compiled by public officials;—they are prepared under oath and upon a uniform schedule of interrogatories, the answers to which are carefully tabulated. Under all these conditions the returns go out to the public with a species of endorsement of their truthfulness and accuracy on the part of the Commonwealth. They thus enjoy an authority which in no way belongs to them. In the popular mind it is naturally supposed that, as the results are uniform, the methods through which they are arrived at are likewise uniform, and it requires very considerable familiarity with railroad accounts to see that this is not the case. The returns of

each road, on the contrary, are arrived at from a system of book-keeping peculiar to itself, through the application of arbitrary rules, which in different cases may or may not be the same, and which, in the case of corporations at all embarrassed financially, are almost certain to be exceptional. Under such a system it is in no way necessary to have recourse to fraud or misstatement in order to give to a company's affairs a desired aspect, whether favorable or otherwise. It can be done with perfect certainty, and yet the books be accurately kept and the results truthfully deduced from them. It is only necessary to apply to the real facts the arbitrary rules which each company lays down for its own guidance, and which do not appear on the face of the returns. The process is perfectly simple. The property of every railroad corporation consists of its road-bed and rolling-stock, and certain outside assets of uncertain value; its income is derived from its business as a common carrier, and the greater part of it is necessarily expended in carrying that business on. Any balance over and above the amount thus expended constitutes the net earnings of the road. What the amount of this balance is, or may be made to seem to be, depends within very wide limits upon the arbitrary rules under which the accounts are kept. What in one case is charged to construction may in another case be charged to current expenses, or the reverse;—the cost of renewals may be discontinued, and the property allowed to deteriorate; or a certain amount of current indebtedness may be suffered to accumulate, and the unpaid vouchers be carried over from one year to another. Through any, or all of these processes, a road on the verge of ruin may be made to appear in a flourishing condition; and, side by side with it, a road choked with remunerative business may be represented as daily going behind-hand. Yet all the while each return will be accurately drawn from the books, and, what is more, the officials of each company may very honestly consider that the returns made by them are the more correct in principle. Indeed, discretion and good judgment enter so largely into railroad accounting, that it has been in no way unusual for corporations to find themselves hopelessly bankrupt before those who managed their affairs were aware that they were in a position of danger.

The degree to which the balance representing net earnings may be apparently increased or diminished at will can be perfectly illustrated in a matter of now almost daily experience—the replacing of iron by steel rails. Of two corporations engaged in doing this, one is embarrassed and wishes to increase its apparent income; the other is pursuing a conservative course and is improving the value of its property. Each must lay down some rule under which the unusual outlay for steel in place of iron shall be entered on its books. The embarrassed corporation so manipulates the account that the whole outlay is ultimately charged to construction; while by the conservative corporation it is met at once out of its net earnings. When the cost of the steel is thus disposed of, the old iron still remains among the assets of the two corporations,—piled up along the track awaiting a purchaser. It must, therefore, appear in their returns as property on hand. One corporation charges it off its books as so much material on hand required for use in yards, sidings, etc.; while the other will estimate it, not at its market value, but at its original cost, on the ground that it is still fit for use. Thus, by a simple and perhaps not dishonest manipulation of accounts, in a way which is not apparent on the face of the returns, a corporation which is doubling the value of its property may prove itself unable to pay a dividend; while another corporation on the highroad to insolvency may figure out a heavy surplus.

It is these returns, however, which now practically give to the stockholders as well as to the public all the insight they get into the condition of the railroad companies. The affairs of these corporations are so complicated and vast, and their constituency is so numerous and scattered, that the private investigations once possible are now out of the question. It is very difficult even for directors themselves to make them; impossible for any one else. Yet railroad securities are quoted and bought and sold in a way which was formerly peculiar to government bonds. The returns being, then, the only source from which information as to the value of these securities is to be had, they are nevertheless of little value in the hands of one not accustomed to railroad accounts; while one familiar with the tests to be applied to them can make them produce thoroughly

inconsistent results. Take, for instance, the test most commonly accepted,—that of the cost of running a train one mile,—and let it be applied comparatively among a number of not dissimilar roads. Into this cost enters all the expense of operating the road;—when it is returned at a large amount, it indicates that the company is putting its net earnings into its property; when it is very small, it indicates that the company is running down its property in order to make a favorable balance,—in other words, that it is living on its capital.

The accuracy of any result arrived at through the application of this test, necessarily depends, in the first place, on the correctness with which the mileage account is kept, and upon what in each case enters into it. That, again, is decided by arbitrary rules. Some corporations make the computation in one way, some in another. Take, for instance, the allowance for construction trains and switching-engines on the several Massachusetts roads. An examination of the replies to the special interrogatories, printed in Appendix C, will show at a glance how widely these allowances vary. Among the roads leading out of Boston, for instance, one makes no account of the miles run by its switching-locomotives at all; while another enters them at 5 miles an hour, another at 6, and still a third at 7. The Fitchburg road, then, allows for them 50 miles apiece for each day, and the Boston & Providence 163. Presently another company renders a return in which they enter for the distance they actually run, the engine-driver being supposed to keep an account.* In the first place, therefore, there is no uniformity in the mileage account, upon which the value of the test depends. Accepting it, however, as the best attainable, it remains to apply it to the Massachusetts returns.

The true average cost of running a train one mile,—the standard cost for purposes of comparison,—may be arrived at

* The mileage account of the Boston & Providence is probably more nearly accurate than that of any of the other corporations referred to. It was based on actual results indicated by Wythe's Speed Recorder, whereas in the other cases the allowances were apparently purely arbitrary. Through the general use of speed recorders only can any accuracy, in regard to the cost of running locomotives, be arrived at. It is unfortunate that such little use is made of them.

with approximate correctness by taking the average of six of the Boston roads,—the New York & New England being excluded on the one side and the Boston & Providence on the other, as exceptional roads. The average cost of running a passenger train one mile is found to be \$1.15, and that of running a freight train is \$1.30; the average cost per train mile run, is \$1.106. The test will be found applied in the accompanying table to the returns of fifteen railroad corporations for the last year. In the case of each corporation the total train mileage returned by it is multiplied by the standard cost of running a train one mile, and the result shows how much it may be assumed to have cost such company to operate its road during the last year. The next column contains the cost of such operation as actually made up from the company's books. The difference between the two may be taken to roughly indicate the policy of the several companies in regard to maintaining or depreciating their property during the year. It will be seen that the cost of running a train one mile varies 130 per cent.; that it ranges from 60 cents to \$1.41; and the inference is irresistible, that, while some corporations are using up their property year by year, others are accumulating it with equal rapidity. A small margin of difference is natural, and calls for no explanation. That it should cost the Old Colony 2 cents more or less per mile to run its trains than it does the Boston & Albany, is small matter for surprise. That it should, however, cost the Fitchburg 32 cents more per mile run to operate its road than it does the Boston & Maine; or the Eastern 42 cents less than the Boston & Providence; or the Boston, Clinton & Fitchburg 36 cents less than the Providence & Worcester,—these are discrepancies which can be accounted for only in one way. What that way is, may be inferred from the figures in the third, fourth and fifth columns of the table on the next page. These columns show both what it ought to have cost these companies to operate their roads during the year, and what it is claimed that it actually did cost them.

	Cost per train mile as returned.	Standard cost per train mile.	Total cost of operation as per return of company.	Cost of operation at standard cost per train mile.	Excess or deficit of standard cost, as compared with cost reported in return.	Percentage of excess or deficit of standard cost, as compared with cost reported in return.
Boston & Providence,	\$1.417	\$1.106	\$1,134,021 89	\$885,097 51	+\$248,924 34	+28
New York, New Haven & Hartford,	1.360	1.106	2,727,397 96	2,216,492 57	+510,905 39	+23
Connecticut River,	1.273	1.106	419,679 65	364,484 51	+55,195 14	+15
Fitchburg,	1.330	1.106	1,326,501 56	1,102,784 86	+223,716 70	+20
New York & New England,	1.161	1.106	766,620 11	730,021 94	+36,598 17	+5
Eastern, . . . . .	.994	1.106	2,069,871 61	2,303,501 59	-233,629 98	-10
Boston, Clinton & Fitchburg, . . . . .	.832	1.106	718,314 75	954,575 33	-236,260 58	-25
Cheshire, . . . . .	.918	1.106	581,444 84	700,404 36	-118,959 52	-17
Springfield, Athol & North-Eastern, . . . . .	.605	1.106	59,981 14	109,668 75	-49,687 61	-45
Boston & Maine,	1.011	1.106	1,594,986 77	1,743,691 95	-148,705 18	-8
Providence & Worcester,	1.190	1.106	653,220 96	604,672 32	+48,548 54	+8
Nashua, Acton & Boston, . . . . .	.685	1.106	44,145 60	71,252 94	-27,107 34	-38
Worcester & Nashua,	1.077	1.106	336,079 21	345,020 02	-8,940 81	-3
Old Colony,	1.119	1.106	1,553,744 40	1,534,553 99	+19,190 41	+1
Boston & Albany,	1.094	1.106	5,371,902 88	5,429,592 89	-57,690 01	-1

A similar difference of system among the several corporations is made apparent by a comparison of the cost at which their rolling-stock stands on their books. The variations are so wide as to be almost ludicrous. The explanation is again found in the fact that each company is a law unto itself. In one return, a number of new engines or cars made in the shops of the company during each year are charged as part of the expenses of operation, on the ground that they roughly represent the general deterioration of the rolling-stock. In another case, it will on examination be found that every addition to rolling-stock is charged to construction, and that old numbers are carried on the books long after that which they once represented has been condemned for deterioration. The present cost of a new, first-class 8-wheel locomotive weighing 30 tons is \$8,000; that of a new, first-class passenger-car, complete, is \$4,600; while a box freight-car costs \$700, and a flat or platform freight \$575. On the books of the companies it will be noticed that locomotives vary from \$2,507 to \$12,565; passenger-cars from \$96 to \$4,500; and freight-cars, box and flat (in the way the returns are made, the value of these cannot be separated), from \$57 to \$868. In glancing over the table, the discrepancies are so great that it is not easy to believe that the figures in any one column relate to property of the same description.

NAMES OF COMPANIES.	Locomotives.	Passenger Cars.*	Freight Cars.
Boston & Albany,	\$6,518 00	\$1,941 00	\$475 00
Boston, Clinton & Fitchburg,	11,732 00	3,655 00	717 00
Boston & Lowell,	4,210 00	1,046 00	113 00
Boston & Maine,	7,906 00	2,689 00	291 00
Boston & Providence,	2,507 00	311 00	94 00
Cheshire,	4,467 00	1,760 00	379 00
Connecticut River,	5,204 00	1,106 00	269 00
Eastern,	10,344 00	4,500 00	536 00
Fitchburg,	3,405 00	96 00	215 00
New Haven & Northampton,	12,565 00	3,812 00	868 00
Norwich & Worcester,	3,597 00	1,102 00	57 00
Old Colony,	6,285 00	1,925 00	348 00
Providence & Worcester,	9,012 00	3,216 00	349 00
Springfield, Athol & North-Eastern,	8,000 00	2,235 00	750 00
Worcester & Nashua,	6,841 00	3,865 00	334 00

* In making up this column, the snow-plows on wheels have been estimated at \$1,000 each, and the baggage and mail cars at \$2,000 each, and deducted from the totals.

Again, as respects passenger mileage. From this item in the returns are necessarily deduced, not only the statistical results in regard to accidents, but also the rates at which passengers are carried. In making it up, however, the several companies each have their own system. Among the Boston roads, six out of the eight altogether exclude from the aggregate passengers travelling on free passes, and many of them apparently do not even keep a record of the free passes issued. Two of the eight, however, are more particular; and while this class of passengers appear in the returns of the Boston & Albany road as having travelled 1,642,513 miles, they appear in that of the Fitchburg for the larger amount of 1,814,248 miles.*

The system now in use is, however, open to far graver objections than have yet been advanced. Its worst feature is the opportunity it presents for the practical falsification of accounts under great temptation to falsify. It renders not only possible, but usual, the most extraordinary and unwarrantable liberties with the principles of book-keeping. The construction account of a railroad corporation, for instance, is supposed to represent what its property cost,—the money actually put into it,—and what accordingly it is approximately worth. As a matter of fact, however, in not a few cases almost everything finds its way into it,—not only bad debts and discounts, but even interest and losses. Consequently, the more certain corporations lose and the heavier the discount to which they are subjected as borrowers, the more their property appears to be worth. A striking case in point is furnished in the recent experience of the Eastern railroad. The total amount expended by that company in construction is returned as \$12,362,111.84. An unadvised examiner would be apt to place the value of its property in the neighborhood of this amount, on the ground that the sum had been expended on it. A closer investigation would reveal the fact that, while the loss incurred through the accident at Revere was nominally charged off to account of profit and loss in 1874, yet, at the same time, it was practically, to the extent of at least \$284,000, worked into construction by means of certain book-entries which offset against it charges for construction trains, and transfers of nominal surpluses from the books of other companies. As respects the

* See the answers to interrogatories on this point in Appendix C.

discount at which the securities of this corporation have been sold during the last two years, no concealment has been made. They have been charged, to the amount of \$639,000, directly to construction. Practically, therefore, judging by the books, the Revere disaster increased the value of that company's possessions by \$284,000, and the badness of its credit added another \$639,000 to the amount in 1874-5. It would seem to be mere waste of time to dwell upon the preposterous character of such entries. It is as if a business man, being in bad credit, were to sell his note at fifty per cent. of its face, and then add an amount equivalent to the discount to the book value of the stock of goods he may happen to have on hand; or as if a man who was so unfortunate as to have his barn burned to the ground were to get rid of his loss by charging it off into the cost of his house.

There is but one remedy for such a condition of affairs; that, however, is a very obvious one. It will be found in an increased publicity and more perfect uniformity. The last vestige of the old idea that the accounts of railroad corporations are matters of private concernment only, and as such can best be managed in secret, must be gotten rid of. To bring about this result, a bill was prepared a year ago, and submitted by this Board to the joint legislative committee on railways. It was meant to be radical in its character, having been prepared in the full light of the many and notorious railroad scandals of the last ten years, and with the financial revelations which followed the crisis of 1873 still fresh in mind. It subjected the books of the railroad corporations to a constant and regular public supervision, with a view to securing accuracy and uniformity in the methods of keeping them. The results set forth in future returns were to be not only plausible, but they were actually to represent the exact condition of the affairs of each company, not only in themselves, but as compared with those of every other company. Where charges had to be apportioned under arbitrary rules, those rules were in all cases to be approximately the same. Where, under exceptional circumstances, deviations from those rules became necessary, attention was to be called to them as such.

The measure was considered by the committee, but no action was taken upon it. Finally, towards the close of the session,

it was referred back to the Board with instructions to further consider the whole subject and to report to the legislature of the present year. (Resolves of 1875, chap. 67.) In accordance with these instructions, a new draft of a measure regulating the whole subject of railroad accounts and returns is herewith submitted. (See page 77.) The bill is founded on the two fundamental principles already referred to,—uniformity and publicity, and is believed to sufficiently explain itself. It is proposed to no longer rely on answers to interrogatories derived from books privately kept by different methods and under numerous and dissimilar arbitrary rules; but, instead of that, to cause the accounts of the future to be so kept that the returns when published shall be understood to mean what they say. On the other hand, it is not intended to establish any public auditorship over the railroad corporations, nor in any way to dictate to them as to how they shall spend their money. Nothing at all of this sort is contemplated. They will hereafter, as now, be at perfect liberty to dispose of their means in whatever way, wisely or unwisely, they see fit; only the disposition they make of it is to appear distinctly and visibly in the returns, with a view to its being generally and correctly understood.

Should the measure now submitted, or any suitable substitute for it, become a law, the Commissioners are prepared to state exactly the course they propose to pursue. Under any effective measure, some one, presumably this Board, must be authorized to prescribe a system. To secure the most acceptable general result, the Commissioners would, at a suitable time, call together the representatives of the various roads, and request them to select from their own accountants a committee to prepare and report on a common system of book-keeping, with a body of rules for securing the utmost attainable uniformity in entries. This could better be accomplished by those representing the corporations themselves, than by any outside authority; and it is of comparatively small importance what system or what rules are fixed upon, provided they be uniform and intelligible. A general supervisor of railroad accounts would then have to be appointed. As the voluntary and friendly coöperation of the railroad corporations is of the utmost importance in this matter, and, indeed, essential to an early success, this appointment also should, if possible, be made acceptable to them. If

they could agree in recommending a proper and competent man, he should be appointed. These preliminaries accomplished, it would only remain, on the first of next October, to set the machinery in motion. Thereafter, new questions must be settled as they present themselves. The aim of the Commissioners would, therefore, be to have this reform practically brought about by the voluntary action of the corporations; the law merely giving a necessary motive to it, and the Commissioners acting as the medium through which it may be rendered certain that some action will be had.

There would seem to be but two sources from which any opposition to a reform of this character can be anticipated. It may come from those whose past or future operations it would expose to a scrutiny they cannot bear, or from the vestiges of private railroad conservatism. Objections from neither source would seem to be entitled to any weight. Meanwhile, the whole body of legitimate investors in railroad securities are most directly interested in a movement so calculated to save them from a repetition of the frequent and scandalous disasters of the past. The public is not less directly interested in having that accurate information of the doings and conditions of its transportation agencies which it is now impossible to procure. Finally, all honest and well-disposed railroad officials and directors are interested in the development of a system which will render fraud difficult, and give to each company and its management such credit as is justly its due.

THE EASTERN RAILROAD COMPANY.

The notorious confusion into which the affairs of the Eastern railroad have fallen since the last annual returns were made, calls for a particular reference to them in connection with the general subject of accounts. They furnish, indeed, a timely illustration of the abuses which have been referred to, and a strong argument in favor of the measure of reform which has been proposed.

In passing upon the returns of that company for the present year, the Board made an examination into its affairs sufficient to enable it to form a tolerably clear idea of the causes which have led to its difficulties.

The recent history of the corporation can be briefly stated.

From the geographical position of the two lines, a strong feeling of rivalry naturally existed between the Eastern and Boston & Maine railroads, which had led to frequent struggles, resulting, so far as can be ascertained, neither to the advantage of the public nor of the contending companies. Even apart from this natural disadvantage, however, the Eastern railroad had, up to the year 1871, been unfortunate; it had sustained losses, and been forced by circumstances into heavy and exceptional outlays, though not, perhaps, beyond the measure of its strength. In 1855, it suffered, through what are still remembered as the "Tuckerman defalcations," to the amount of \$233,000. This loss, however, was duly charged to the proper account, and made good out of the net earnings of the road. Before that, in 1854, the corporation had found itself compelled to extend its road into Boston proper in order to avoid the ferriage from East Boston and to land its passengers in the city on equal terms with those of other and rival railroads. This entailed an expenditure of two millions of dollars, which of course was capitalized, and is still represented in the debt of the corporation. In 1868, again, a grave misunderstanding arose in regard to the location of the station at Lynn, which led to an acrimonious quarrel and useless expenditure of some \$365,000 in unavailable lands, or in buildings subsequently pulled down or removed.

The management of the road had not for years been popular among those it served, but up to 1871 there was nothing in its financial condition calculated to excite any particular uneasiness. The paid-in stock of the company amounted to \$4,262,600, and it was encumbered with a floating and funded debt of \$3,612,600. Its total income was \$1,462,770, of which it claimed that \$444,710 was net profit; and, even on the most conservative possible computation, the amount, after the payment of the interest, could not have been less than \$300,000.

In August, 1871, the Revere accident took place, involving a pecuniary loss the exact amount of which cannot be definitely ascertained, but which may be stated at from \$500,000 to \$700,000. Before this disaster occurred, however, a general change in the management and policy of the company had been decided upon. Mr. George M. Browne was, and for years had been, its president; and under his administration a species of

uncertain truce had been maintained between the Eastern and Boston & Maine roads. But before Mr. Browne retired, steps had been already taken which almost necessarily resulted in a fierce and continued struggle between the rival roads to obtain control of the eastern business. This condition of affairs was, it is true, brought about by circumstances in some degree beyond the control of the Eastern railroad, though the recklessness with which, when once entered upon, that policy of competition was pursued, undoubtedly caused the destruction of one road and greatly injured the other.

The struggle seems to have originated in the desire of those controlling a railroad in the state of Maine to secure a larger return on their property, and in the shrewd ingenuity with which they went about to secure that result. Both the Eastern railroad and the Boston & Maine, prior to the spring of 1871, made a connection with the Portland, Saco & Portsmouth road; the one at the New Hampshire state line, the other at South Berwick Junction. With a view to avoiding destructive competition and to effect a reasonably fair division of business, the Portland, Saco & Portsmouth had for a number of years been leased by the two Massachusetts corporations at a gold rental of 6 per cent. per annum on its stock; and the contract further provided a penalty of \$100,000 to be paid by any one of the three parties who should break the lease, to each of the others. Not satisfied with 6 per cent., those controlling the Portland, Saco & Portsmouth thought, in 1870, to secure better terms. Their position was a very advantageous one, and they availed themselves of it with much shrewdness. Not only the Massachusetts corporations, but the Maine Central also, which connected with the Portland, Saco & Portsmouth at Portland, and constituted the eastern extension of that line, were eager competitors, and were played off one against the other for an exclusive lease. Owing to the presence in the field of the Maine Central, if for no other reason, the rival Massachusetts lines were unable to come to an understanding which would have rendered them masters of the situation. The three corporations were made to bid against each other. For a time it was a question which would secure the prize, and whether, after all, both of the Massachusetts companies would not be forced to enter into another competitive bidding for both the Portland, Saco &

Portsmouth and the Maine Central. For the latter company sought to get control of the former only to enhance its own doubtful market value. Finally the Portland, Saco & Portsmouth came to terms with the Eastern, under which it gave an exclusive lease to that company, which was to pay it 10 per cent. per annum on its stock, instead of 6 per cent., and also \$100,000 in cash to reimburse to it the penalty it was obliged to pay to the Boston & Maine, under the terms of the broken lease. The leasing company was furthermore to assume all the outstanding liabilities of the leased line, which in themselves amounted to the not inconsiderable sum of several hundred thousand dollars. Under this arrangement, the Boston & Maine was practically excluded from the eastern business, which, in view of the approaching completion of the European & North American railroad through to St. John and the Provinces, it was then supposed would be of great and increasing importance.

Not disposed to quietly accept the situation thus forced upon them, those managing the Boston & Maine at once inaugurated a railroad war of the most unrelenting description; and millions of money were expended by them in the construction of a parallel road to the Portland, Saco & Portsmouth, from South Berwick to Portland. As usual in these contests, one step led to another. Those holding the securities of other roads in Maine naturally followed the example set them by the Portland, Saco & Portsmouth stockholders, and played one of the two competing roads off against the other. The argument used in every case seems to have been that, if the Eastern road did not lease this, or purchase that, or effect this or the other ruinous contract, the Boston & Maine would; and the through business which was soon to flow from the north-eastern wilderness was so incalculable in amount that almost any contract would prove remunerative. In this way, during the year 1871, and before what might be considered the conservative management had gone out of the Eastern road and the recent and progressive management come into it, not only had the Portland, Saco & Portsmouth lease been effected, but the extension of the Portsmouth, Great Falls & Conway road had been begun, the construction of the Wolfborough Branch decided upon, and a new running contract had been entered into with the Maine Central.

The liabilities assumed under these several arrangements by the Eastern Railroad Company were certainly—if publicly known, which they were not—calculated to excite grave apprehension among the holders of its securities. In the case of the Portland, Saco & Portsmouth lease, it involved a cash payment amounting probably to from \$300,000 to \$400,000, and an annual payment of 10 per cent. in place of 3 per cent. on \$1,500,000 of stock, or an increase in the neighborhood of \$120,000 a year. Nor was this all. Those managing the Maine Central road, disappointed in their efforts to secure the Portland, Saco & Portsmouth, suddenly found their opportunity restored to them through the extension of the Boston & Maine. They held the one connecting link between the new European & North American road and Portland, which both the Massachusetts lines now reached. Taking immediate advantage of the eager spirit of competition, in their turn they induced the Eastern road to consent to a revision of the tariff arrangements, in the hope of securing an exclusive connection. This was effected, though against the judgment of President Browne, who put his dissent on record, and went into operation in July, 1871. Under the joint tariff as thus revised the Maine Central received 50 cents more than it had theretofore received on each passenger, and from 70 to 95 cents more for each ton of freight which it delivered to the Eastern road,—a change which was equivalent to an increase of at least \$100,000 a year in the revenues of that road, and which caused it to earn more per mile for each through than for each local passenger it carried.

Thus the Eastern railroad, even before the close of the year 1871, was, so to speak, burning its candle at both ends. Under one set of contracts its liabilities were enormously increased, while under another set its receipts were greatly diminished. Under these circumstances Mr. Browne retired from the presidency in February, 1872, and was succeeded by Mr. Thornton K. Lothrop; by whom a partial reorganization of the company was effected, and a more progressive spirit infused into its management.

So far as the public was concerned, the improvement then introduced into the operation of the road was most marked and gratifying. A disposition was shown to afford every possible accommodation and to secure the utmost degree of safety;

improvements and safeguards were rapidly introduced ; the road-bed and rolling-stock were improved, and the train service was perfected. Unfortunately, however, the financial management of the corporation was not at all equal to its running management. Those directing its policy seem at this time to have become thoroughly captivated by that *ignis fatuus* of railroad managers,—the idea that an enormous and most remunerative traffic existed in a pent-up condition somewhere, not far from the furthest present limit of the road, which only required to be tapped, as it were,—to have the barrier in its way broken through,—to pour out an unending flow of traffic, at once doubling, or, perhaps, trebling receipts. In the case of the Eastern road, this delusion sprang from the sanguine overestimate which was indulged in respecting the European & North American Railway, and the extension of 482 miles from Bangor to Halifax. Similar popular delusions have within a very few years prevailed, as regards many other Massachusetts roads. The Boston & Lowell indulged in one respecting its great northern connections ; the Boston, Hartford & Erie respecting its Newburg extension ; and, the most glaring instance of all, the Commonwealth at large has for years been infatuated as to the results which were to ensue upon the completion of the Hoosac Tunnel.

Fully possessed with this delusive dream of great and immediate prospective business, and further incited by the active competition of the Boston & Maine, the new management of the Eastern launched out upon a system of reckless general expansion. At the Boston end of the line provision was made for terminal freight facilities, to accommodate the great business expected from the British Provinces, by the purchase of salt-water flats in Charlestown, at a borrowed cash outlay of \$800,000, and with a mortgage indebtedness of \$725,000 more upon the property ; involving an increase of at least \$105,000 a year in the interest account. Subsequently, the grading, track construction, and general improvements necessary to make this property available, carried the total cost of it to more than \$2,000,000.

In the central portion of the line, the extension of the Portsmouth Great Falls & Conway road involved an outlay and additional indebtedness of about \$1,500,000. The branch to Wolfborough, N. H., built, apparently, simply to accommodate the

brief summer travel to the White Mountains, cost \$338,000, besides a guaranty of 6 per cent. dividends on \$48,600 more. The Portsmouth & Dover road, designed merely as a weapon of offence in the contest with the Boston & Maine, involved an additional yearly payment of \$42,000, besides a direct outlay of \$75,000, the recovery of which is very questionable. None of these enterprises were in themselves remunerative; and, indeed, they all called for very skilful management to enable them even to meet their running expenses. Meanwhile, at the Portland end of the line, another million of dollars was locked up in the purchase of a controlling interest, or an interest supposed to be controlling, in the stock of the Maine Central Railroad Company. Money seems to have been lavished like water in attempts to control business, as it is termed. A wharf, for instance, at Mount Desert, 150 miles from any connection with the Eastern road, was purchased at an inordinate price, in order to get possession of the only available steamboat landing at that point, and thus control the Mount Desert travel. Land and buildings, and other wharves in various localities, seem to have been secured at large prices, under the idea that in certain contingencies which might present themselves they would prove useful; and yet, neither a schedule of the acquisitions thus made, nor a list of the liabilities assumed, seems to have been kept. At least, none is forthcoming now.

Among these transactions, that in reference to the stock of the Maine Central road seems to merit a special reference, if for nothing else as a specimen of skilful stock manipulation on the part of those having the property for sale. Prior to the year 1871 the shares of the Maine Central Railroad Company had little, if any, real value, and commanded in the market an uncertain price in the neighborhood of \$30, as representing the control of the property. Those holding them then concluded to take advantage of the struggle between the two Massachusetts competitors, to dispose of their stock at the highest price it could be made to bring. The president of the company held a large amount, supposed to be in the neighborhood of fifteen hundred shares. He was also in a position as regarded the direction of the Boston & Maine, and of the consolidated line which it was then proposed to effect between Boston and Bangor, to make it desirable for those managing the affairs of the Eastern

to induce him to withdraw from the field. This could only be done by relieving him of his interest. The Eastern Railroad Company was then purchasing the stock of the Maine Central in the open market at about \$60 a share. Under what authority of law, is not apparent. The large amount of the stock belonging to the president of that company was, however, at this time taken off his hands, not at \$60 a share, but at \$100, a bonus of about \$60,000 being thus paid to that official to secure his withdrawal. Nor did the history of the transaction end here. With the purchase of this and other stock, a controlling interest, although not quite a majority of the whole, came under the control of the Eastern Railroad Company, which seemed thus to have secured the connection with the Maine Central exclusively to itself. Apparently, however, the holders of other shares presently realized that they had missed a most advantageous market, and accordingly they bestirred themselves so effectually that they reminded the Eastern Railroad Company, through a contract which they suddenly made with the Boston & Maine, that the policy of the Maine Central was not absolutely settled. Again, the Eastern found itself compelled to enter the market as a purchaser, and at the same inordinate price. Thus, at last, a sufficient amount of the stock was secured, and the exclusive connection of the road fixed. The price which had been paid was a heavy one, for the stock, worth perhaps 50, had averaged over 70, and a portion had been made to cost one hundred cents on a dollar.

All these contracts and purchases seem to have been effected with the utmost secrecy; not only the public at large, but a portion of the board of direction of the Eastern railroad itself, being unadvised as respects the purchases, at least. The law of Massachusetts provided that the contracts of railroad corporations with connecting roads should be published with the annual returns of the corporations making them. This provision of law was evaded, so far as Massachusetts was concerned, under cover of the fiction that the contracts entered into were made, not by the Eastern Railroad Company of Massachusetts, but by the Eastern Railroad Company of New Hampshire, an entirely separate corporation with a distinct organization, though a purely formal one. Thus the Eastern Railroad Company of Massachusetts leased the Eastern railroad of New Hampshire,

and used it as an agency through which to effect its negotiations. The statute of Maine forbidding a corporation of that state to lease its road and franchise, except with the legislative consent, was evaded in the case of the Portland, Saco & Portsmouth, by substituting for the usual lease what was called an agency. Thus the Portland, Saco & Portsmouth Railroad Company constituted the Eastern railroad, without specifying whether of Massachusetts or of New Hampshire, its irrevocable agent to operate its road with all the powers and privileges possessed by itself. This document will be found printed in full with the returns for the present year.

As respects the purchases of stock and other securities, these seem to have been, in a great degree, effected by the financial committee of the board of directors on account of the Eastern Railroad Company, while a portion, at least, of the other members of the direction were under the impression that the purchases were on private account. For this impression on their part, also, there seems to have been some ground; inasmuch as in the case of the purchase of the Maine Central stock at least, it appears that the transfers were made to certain of the directors of the Eastern railroad individually, and the stock, where it has not been hypothecated for loans to the company, still stands in their names, although it was purchased with the funds of the corporation. It is extremely questionable whether the board of direction ever had any power to authorize such a use of the company's funds; it certainly has no such power under the law as it now stands. (Acts 1874, chapter 372, § 53.) Whether it had such a power or not, however, it never exercised it, for no formal action in regard to these purchases was ever taken until the 10th of May, 1875, long after the last of them was effected. At a directors' meeting that day held, the action of the finance committee in purchasing this stock for the benefit of the company was ratified and approved. The powers of the financial committee seem to have been large and somewhat indefinite, and little or no light is shed on the subject by the records of the company.

In January, 1874, another change in the management took place. Mr. Lothrop retired from the presidency, and was succeeded by Mr. John Wooldredge. The policy, however, continued the same, except that the rage for expansion had now

worn itself out for two reasons: the field was occupied, and the resources of the company were exhausted. The returns made by the Eastern Railroad Company, during the last five years, have been brought into comparison, and will be found presented in one table in Appendix F of this report.* As is now well known, the earlier returns are essentially unreliable. At the same time, when thus placed side by side, they give a very clear idea of the course the corporation was pursuing. It was during the two years, 1872–3, that its ruin was consummated. During those years the debt of the company had been increased by an amount returned at \$5,600,000, but which was in reality not less than \$8,000,000, representing an increase in the annual interest account of more than half a million. Its liability on leases, contracts, etc., had gone up from \$45,000 a year to \$200,000. On the other hand, owing to the revisal of contracts, and the business depression of the times, this vast outlay had resulted in an increase of annual net receipts only to the amount of about \$110,000. The anticipated increase of business had proved to be a pure delusion. This, however, was not the worst feature in the situation. The books and accounts of the corporation were in a condition of the utmost confusion. No one appears to have had a distinct idea either of what the company owed or what available assets it had as an offset to its debts. The board of direction was divided into two parties,—a dissatisfied minority, which distrusted the policy of expansion but felt itself compelled to rest satisfied with a silent protest, and a majority which relied entirely on the judgment of the financial committee of the directors, which consisted of the president and Messrs. Samuel Hooper and Franklin Haven. Of these gentlemen, Mr. Hooper was in Washington, and Mr. Haven's attention was chiefly absorbed in other matters. Thus, the management of the company's finances devolved almost wholly on the president, with such assistance as the other members of the committee rendered when questions of exceptional importance

* Particular attention is called to this table, which will repay study as furnishing a striking illustration of the character of the returns as they have been, and now are, made. It will be seen that in many respects they so fluctuate and vary from year to year that they would not be supposed to relate to the affairs of the same company. The books of the Eastern railroad have, perhaps, for a long series of years been as badly kept as those of any corporation in the State; but the returns of many other railroad companies, subjected to the same comparative test, would reveal hardly less inexplicable variations.

had to be decided. When the reorganization of 1872 was effected, the immediate charge of the books of the corporation had been practically taken from the treasurer, Mr. John B. Parker, and intrusted to an auditor. The methods of accounting then in use by the company undoubtedly stood in great need of a radical reform. Not only were they obscure, but they were imperfect. They do not seem to have covered all the financial transactions of the company, and they afforded curious opportunities for the concealment of irregularities and even defalcations. The auditor appears to have honestly endeavored to reform them in these and in other respects ; but, whether because he was not equal to the task, or because his efforts were not seconded, or because of the radically defective discipline which pervaded all branches of the company's service, he seems to have been unsuccessful. The treasurer, meanwhile, abandoning the account department to the auditor, devoted his time almost exclusively to the work of borrowing money to pay notes, or effecting their renewal when they became due. Nor does he seem to have lacked occupation. The most extraordinary absence of system seems, however, to have prevailed even in regard to the bills payable of the company. No one, down to the moment of the final disaster, appears to have known how much the road really owed, or to have had any definite plan for putting its affairs on a sound basis. The directors, apparently, placed great confidence in the president ; so great, indeed, that by a formal vote of the board Mr. Wooldredge was finally authorized "to take such measures and execute such contracts, and to do all such other things as he may deem necessary and expedient for the funding of any portion of the floating debt of the company." The powers of the president as respected financial questions were, therefore, the broadest possible ; the board of directors had abdicated in his favor. Acting under these powers, he was supposed to be getting the finances of the company rapidly into order, while, in fact, he was struggling along, day by day, under a mass of maturing indebtedness of every description, relying, in his turn, on the general manager to increase the receipts of the company to an extent which would enable him to meet his payments. Even at the last moment, when the bankruptcy of the corporation was inevitable, Mr. Wooldredge seems to have had no realizing sense of the fact. As late as January, 1875, on account of

the increasing difficulty in effecting loans, he had procured the passage of a vote, by the board of directors, limiting the amount of bonds and coupon notes of the company, issued and to be issued, to the sum of \$12,500,000 ; although at that very time its total indebtedness could hardly have been less than \$14,000,000. Finally, when a partial investigation somewhat disclosed the real posture of affairs, he still thought the nature of the difficulty was unduly exaggerated, and that a little faith and persistence was all that was required to bring matters to a successful issue. Had the books of the Eastern railroad been properly kept, the hopelessness of the struggle would have been apparent ; as it was, it may literally be asserted that, so far as can now be ascertained, no one took in the situation. Every one referred to somebody else, and nobody was himself informed. To this condition of affairs was probably due the fact that no attempt was made to put a mortgage upon the property, securing under it all the outstanding indebtedness in one form of securities. As no one knew exactly what those liabilities were, the officials upon whom the responsibility for action devolved did not dare to take any step which should make public at once both the possible extent of them, and their own ignorance of what that extent was.

When the returns for 1874 were rendered a year ago, their numerous irregularities, and the great difficulty which the officials of the company evidently had in presenting them in a plausible form at all, were very noticeable. They had to be sent back repeatedly for revision ; and finally, when brought into a shape supposed to be correct, they could only be made intelligible by the aid of foot-notes. To these circumstances, and the suspicion excited by them in the minds of the members of this Board, was owing in a great degree the recommendations in regard to railroad accounts addressed to the last legislature. Beyond this, so long as the present system of independent book-keeping was in use, the Board did not feel authorized, nor care to go. For the correctness of the annual returns, as now published, it is not responsible, and has always carefully disclaimed all responsibility ; neither has it in any way either held itself forth, or been held forth by law, as guaranteeing to private creditors the financial soundness of the railroad corporations of the State. Railroads are not banks, nor insurance, nor trust companies. Their relations to the community are not of a fiduciary character.

Neither the law nor the public understanding has, therefore, ever devolved upon this Board the peculiar inquisitorial functions of bank and insurance commissioners. Under these circumstances, to have entered of their own motion into an elaborate investigation of the financial status of the Eastern Railroad Company, was wholly beyond the province of the Railroad Commissioners; and to have done it except at the call of a body of the directors or stockholders, would have placed the Board in a false position, as undertaking to do that, in regard to a member of the system, which it was wholly out of its power to do in regard to the system as a whole.

Accordingly, the attempt to effect a general change in the law having failed, the Commissioners contented themselves with privately intimating their suspicions to members of the Eastern railroad direction, through whom, finally, the necessary investigation was begun. As a result of this investigation, and without going through an analysis in detail, which would be no less elaborate and tedious than useless, there is good reason to suppose that the liabilities at least of the Eastern Railroad Company have been ascertained, and are accurately set forth in the accompanying returns. Its books and accounts are in a state of extreme confusion, and it would require the labor of months to unravel them. No reliable estimate can be formed of the amount or value of its available assets, if, indeed, it has any which could now be disposed of to advantage.

Meanwhile, with the exception of a few persons interested in the Maine Central road who succeeded in disposing of their stock at inordinate prices, it is not easy to see who has been benefited by this strife and competition. The Portland, Saco & Portsmouth road, which was mainly instrumental in bringing it about, certainly has not; inasmuch as the Eastern Railroad Company is no longer in a condition to fulfil its agreement, and the stockholders of the Maine corporation have accordingly been compelled to return to their former 6 per cent. dividends, once payable in gold, but now in currency. They are fortunate, also, in getting even that, for the building of the Boston & Maine extension to Portland has destroyed the exclusive value of their property. They are tied to a bankrupt corporation, and must be content in future, apparently, to accept such terms as it can afford to offer. The Boston & Maine can hardly claim that its

position has been improved by the events which have ruined the Eastern and crippled the Portland, Saco & Portsmouth. It has built a duplicate line from South Berwick to Portland, at a cost of \$4,000,000, perfectly useless to any one but itself. In 1871, it was out of debt, paid regular dividends of 10 per cent. per annum, and reported a steadily increasing surplus. Since then it has increased its capital stock \$2,000,000 and accumulated a debt of over \$4,000,000, which is annually increasing. Its dividends are reduced to eight per cent. per annum, and for the present year it reports a considerable deficit. Finally, the public are no better served now than formerly, and its corporations are so encumbered as to be no longer in a position to make the improvements and changes, and to grant the increased accommodations, which a growing community stands always in need of.

As yet, however, nothing has resulted from the embarrassments of the Eastern Railroad Company which has directly involved the interests of the public. Up to the present time the road has been operated in the same manner as heretofore, the question simply being between the corporation, the holders of its stock, and its creditors. With this question the Commissioners have no apparent concern, except in so far as it may reveal defects in the existing laws of the State.

Nothing has come to the knowledge of the Commissioners in the course of their inquiries directly affecting the integrity of any one intrusted with the management of the affairs of the Eastern railroad. At the same time the lack of system, the irregular methods of doing business, the extraordinary assumptions of authority and absence of accountability everywhere apparent, cannot but excite notice. There are certain details connected with some of the financial transactions which should be thoroughly inquired into, either by the stockholders, or by some public tribunal empowered to compel the attendance of witnesses and the giving of evidence. Reference is more especially made to the transaction in the Portsmouth, Great Falls & Conway, and the Wolfborough branch securities; to the purchase and subsequent transfers of the Maine Central stock; and to the issue and sale of certain classes of bonds and notes, especially the last two millions of 7 per cents. It would be desirable to know exactly who held the Portsmouth, Great Falls & North Conway,

the Wolfborough branch and the Maine Central securities which were purchased; the price at which those holders bought them, and at which they sold them. In frequent cases, corporations have been depleted by those intrusted with their management through transactions of a similar nature, and it would be well it should be made clear that nothing of the sort was done in this case. Some question has also been made as to the regularity of all the issues of bonds, and it has been asserted that one lot of at least \$250,000 was not authorized, and was made under circumstances amounting to overissue. The last negotiation of two million 7 per cent. securities, known as sinking fund notes, which were placed on the market at 90 or more, and brought into the treasury of the corporation but 85 per cent. of their value, also calls for investigation. It is wholly improbable that a firm of brokers was allowed to realize so large a sum as \$100,000 upon so simple a financial operation as the sale of two millions of the securities of a corporation, the credit of which at the time was not seriously impaired.

The disasters of the Eastern railroad brought to notice the fact that no provision existed in the law of Massachusetts to meet the case of the failure of a railroad corporation, upon the franchise and property of which no mortgage had been placed. It seems to have been a contingency the occurrence of which was never contemplated. Accordingly, when it arises, there is no one to step in and take possession of the property, either for the benefit of certain secured creditors or of all concerned. Unless, therefore, in the present instance, a general consent to some plan of adjustment could be procured,—a thing, considering the nature of the case, almost impossible to expect,—it only remained to leave the corporation to go along as best it could, or to throw it into bankruptcy. Of course, it cannot long remain in its present position, subject to attachment on all hands, and unable to do anything with its funds without being guilty of making preference payments. Consequently, under the existing law, bankruptcy proceedings, which cannot but be most prejudicial to the interests of all concerned, seem to be inevitable, unless some plan to meet the exigency can be devised by the present legislature and enacted into a law.

The question next arises, whether any additional legislation is

necessary to meet the possibility of similar cases arising in future. The Commissioners have given some consideration to this matter, and have concluded that a very simple enactment is all that is required. In the first place, this is the only case of the kind that has arisen in forty years. Nor is it likely soon to be repeated. In the second place, if other cases should arise, they will, like the present one, probably be so exceptional in character that it will be much better to dispose of them under Acts of special than of general legislation. All, therefore, which would seem to be required is a very simple statute providing for the public and private interests during the brief interval which may elapse between an act of bankruptcy on the part of a railroad corporation and the meeting of the legislature. These interests can best be protected in the way usual in such cases. That is, by placing the property and affairs of the corporation in the custody of the courts of law for the benefit of all concerned. In Appendix G of this Report, a draft of a bill is accordingly submitted under which the Supreme Judicial Court is authorized, on the application of the attorney-general in certain contingencies, to appoint a receiver who shall take possession of the railroad and hold it until legislative action is had.

Before leaving this subject, however, the Commissioners wish to call attention to another aspect of the matter which reveals in a very striking light the deceptive character of one act of Massachusetts legislation which is supposed to be of great importance. A general law of the State has long specified certain forms of securities in which savings banks and other like fiduciary institutions and private trustees may invest funds in their keeping. (Acts of 1863, chapter 175.) Among the securities enumerated are the bonds of Massachusetts railroad companies under certain conditions. Until within two years those conditions were fulfilled in the case of the bonds of the Eastern Railroad Company. To render the securities perfectly safe, the law then further provides that the amount of bonds issued by a railroad corporation shall in no case exceed the amount of its paid-in capital stock.

In the year 1872, the funded debt of the Eastern Railroad Company was reported as exceeding the amount of its paid-in stock, by \$650,000,—an amount which in 1873 had arisen to \$1,500,000; in 1874 to \$4,700,000; while in 1875 it was

\$6,175,948. At the time of its failure, the total indebtedness of the corporation, apart from all liability on leases, appears to have been nearly fifteen millions of dollars, or threefold its paid-in capital. Meanwhile, it now appears that no less than a million and a half of the funds of fiduciary institutions of the State are invested in the bonds of the Eastern railroad.

A bond is, however, merely a note under a seal. It was, therefore, only the amount of notes under seal, the issue of which by railroad corporations was limited by law so as to secure to them a solid value, suitable for investment of trust funds. Notes not under seal, payable at the same time and in the same manner as bonds, could be issued without restriction. Accordingly, having issued all the bonds—in themselves an inordinate quantity—which general or special legislation authorized, the Eastern Railroad Company next proceeded to issue time notes to an almost equal amount. A bond was supposed to enjoy some peculiar sanctity as compared with a time note; the holder of it relied in confidence on the seal affixed to his parchment. Here the law again stepped in, providing that in case a railroad corporation executed a mortgage of its road and franchise, not only all bonds previously issued, but all preëxisting debts and liabilities of every description should be included in it. In other words, the law jealously limited the amount of notes under seal which a corporation could issue, but left it at perfect liberty to issue as many notes not under seal as it saw fit, and then went on to provide that, in the settlement of its affairs, neither form of note should have any preference over the other. A careful revision of that portion of the law of railroad corporations which relates to the issue of bonds and notes, and the execution of mortgages, would therefore seem to be imperatively called for.

WORKINGMEN'S TRAINS.

Nothing connected with the railroad system of Massachusetts has excited so much or such wide recent attention as the experiment of the cheap workingmen's trains on the Eastern railroad. During the past year, frequent applications have been received for information about them; and experiments with similar trains, it is understood, have been made on roads running out of St. Louis and Philadelphia,—though with what

results this Board is not informed. The following are the statistics of this train for the entire three years during which it has been running :—

Number of Passengers for each Month in Years 1873, 1874 and 1875.

MONTHS.	1873.	1874.	1875.
December (1872),	7,481	14,260	19,170
January,	7,445	15,000	15,150
February,	8,264	15,620	14,340
March,	11,146	17,150	19,060
April,	13,977	18,800	21,990
May,	17,720	21,220	24,440
June,	21,053	27,760	25,780
July,	20,393	26,800	28,680
August,	22,957	28,740	25,240
September,	20,861	30,860	26,710
October,	19,816	29,310	20,130
November,	15,903	21,540	21,060
	187,016	266,560	261,750

It will be seen that the number of passengers carried during the last year was still very large, averaging 400 to a trip, and aggregating almost exactly the same as during the preceding year. During the eight months ending July 31, the increase in 1875 over 1874 was very decided, amounting to 12,000 passengers, or 8 per cent. of the whole. During the last four months an even more decided decrease took place, the number falling off in August, September and October 16,330, or over 18 per cent., from the previous year. The Commissioners are not informed as to the cause of this change. The average cost of running a passenger train one mile, according to the returns for the present year, was \$1.22 on the Eastern road, and \$1.13 on the eight Boston roads, taking the average of the whole. Assuming the latter to be the fairest criterion of the cost of passenger traffic, and that the workingmen's trains made 313 round trips during the year, the cost of running that train would seem to have been \$9,195.94. The receipts from it were \$13,087.50, leaving a net profit of \$3,891.56, or 29.7 per cent., on the year's business. Its passenger trains cost the Eastern railroad more per mile than the average during the last year, and 24 cents per mile more than during the previous year. Assuming

this cost (\$1.22) as the basis, the net profit on the train was \$3,160, or 24 per cent. As the company only claimed a net profit of 25 per cent. on its year's business, it would seem that this train was as remunerative as the average. The average net earnings on its passenger trains are, indeed, reported at 43 cents per mile, and on this particular one at 47.8 cents. It is frequently even now asserted that the workingmen's train is run at a loss. The assertion is not, however, borne out by any statistics within the reach of this Board. It is very certain that if the Eastern railroad had never incurred a greater loss on any portion of its business, it would now be in a far more prosperous condition than it is.

In the month of April last, an application came to the Board from some 30 or more inhabitants of the Dorchester district of Boston, asking its good offices to induce the Old Colony Railroad Company to put upon its road a train similar to that on the Eastern. A few days later, another application of the same character, though much more numerous signed, was received from residents along the line of the Boston & Maine railroad. Interviews were at once had with the officers of the two companies, and the matter was set fully before them. It was urged on behalf of the petitioners that these trains were experiments, the object of which was to induce a large class of the community who worked in the shops of the city to move their families into the country. To those disposed to do this, the railroad corporations simply said that they would agree to transport them to and from their work at cost, or a very close approach to it; looking for their profit to the natural increase of business which would come from the closer settlement of their territories. The experience of railroads, no less than the statistics of the State, showed clearly enough that every human being along the railroad lines, irrespective of sex or age, was tributary to the railroad corporations. Any increase of population in a given district meant an increase of revenue to the corporation serving it of nearly \$20 per annum to each person of which that increase was made up. Fully appreciating this fact, the various corporations had been for years in the custom of holding out the inducement of special rates to those proposing to settle along their roads,—going so far in some cases as to give one free pass, good for a period of years, to each house built on tracts laid

out by certain land companies. A very striking example of this policy and the results which might be made to ensue from it was mentioned some years ago in a Report of this Board, in the case of the Wollaston Heights Land Association on the Old Colony road. The railroad, in this case, offered one free pass for three years to each house which should be constructed. In less than two years seventy-five houses had been built, and the railroad was carrying that number of persons free of charge to and from Boston. Notwithstanding this, the annual receipts from the Wollaston station went up during those two years from \$2,099 to \$6,399, and the number of passengers carried from 12,793 to 48,270. In other words, those regularly travelling free to and from their work constituted but a small fractional part of those using the road. The workingmen's trains followed out this idea. The corporation simply gave notice that, if people working in the city desired to settle with their families within certain specified limits along their lines, they need not be deterred from so doing by any fear of the expense of getting to and from their workshops. The corporation would see that they had facilities for doing that at cost.

These suggestions were received by the two corporations to which they were addressed in wholly different spirit. The officers of the Old Colony expressed serious doubts whether, under the conditions upon which that road had to be operated, the experiment would prove a success. There was no considerable city like Lynn at the further end of the route proposed for the train; and, as the distance it was to run was less than in the case of the similar train on the Eastern road, the saving in fares which those using it could effect would necessarily be very small, hardly sufficient to serve as an inducement. At the same time, it was conceded that the arguments in favor of the experiment were plausible, and that the experience of the Eastern road was entitled to weight. Finally, it was decided to give the experiment a full and fair trial on the terms suggested by this Board, with a fair understanding that if, at the end of a reasonable time—"say three years"—the experiment was not a success, the corporation should be at liberty to discontinue it.

A cheap early and late train was accordingly put on the Shawmut branch of the Old Colony road, on the 21st of June,

and has run daily since that time. The number of those using it, and the receipts from it, are stated in the accompanying table :—

Number of Passengers and Receipts for each Month of Operation.

MONTHS.										Number of Passengers.	Receipts.
June (from 21st),	.	.	.	.	.	.	.	.	.	695	\$46 33
July, .	.	.	.	.	.	.	.	.	.	2,055	137 00
August, .	.	.	.	.	.	.	.	.	.	2,069	137 93
September, .	.	.	.	.	.	.	.	.	.	2,323	154 87
October, .	.	.	.	.	.	.	.	.	.	2,093	139 53
November, .	.	.	.	.	.	.	.	.	.	1,687	112 47
Total, .	.	.	.	.	.	.	.	.	.	10,922	\$728 13
Distance, Boston to Mattapan, .										.	7.67 miles.
Number of trips run, .										.	280
Number of miles run, .										.	2,148
Average receipts per mile, .										.	33.89 cents.

The experiment in this case has thus far been fully and fairly tried, and in such a way as to make it a success did the conditions necessary to success exist. Upon this point it would be premature to arrive at a conclusion. The letter of President Stearns, addressed to the Board, on behalf of the directors of the Old Colony road, setting forth the terms upon which the experiment would be tried, will be found in Appendix D of this Report. It will be noticed that three years are allowed the train in which to pay its expenses. Should it not do so by the expiration of that time, it may fairly be conceded that no demand exists for it in that locality.

The suggestions of the Commissioners to the Boston & Maine road were less favorably received. The directors declined to accede to them, stating that they considered the running of the train a burden which the company ought not to be asked to assume. The petitioners in this case numbered over 1,500. They were notified of the failure of the intercession in their behalf, and the refusal of the corporation to accede to their request. They then, under the provisions of law intended to apply to such cases, requested a formal hearing before the Board. This was given, both parties being represented, and

resulted in a recommendation to the corporation which will be found printed in Appendix D to this Report. In compliance with this recommendation, the corporation subsequently decided to put on the desired train, which was accordingly done, and it has been run between Reading and Boston since the first of October, 1875, with the following results :—

Number of Passengers and Receipts for each Month of Operation.

MONTHS.	Number of Passengers.	Receipts.
October,	3,102	\$270 76
November,	3,648	309 63
Total,	6,750	\$580 39

Distance, Boston to Reading,

12.25 miles.

Number of trips run,

104

Number of miles run,.

1,273

Average receipts per mile,.

45.59 cents.

When experiments in transportation like those involved in the running of workingmen's trains are made, the single essentially desirable thing is that they should, if made at all, be so made as to settle something. They should be shown by practical experience and to the general acceptance to be either successes or failures. In the case of the Eastern railroad, the experiment was fully tried, and resulted in an indisputable and rather surprising success,—a success the nature of which could not be questioned, no matter whether the corporation saw fit to continue the experiment or not. In the case of the Old Colony road, the experiment, in whatever way it may hereafter result, has thus far been conducted in a fair and even liberal spirit, which leaves no room for criticism. With the Boston & Maine road, the Commissioners regret to say that this has not been the case. The officers of that corporation have throughout so acted as to create the impression that the success of the experiment was the thing they most feared ; that it was, so to speak, forced upon them, and that it would be abandoned at the earliest moment at which it could be pronounced a failure. This spirit was peculiarly apparent in the considerable portion of the last

annual report of the directors of the corporation to its stockholders which was devoted to this subject.*

Of course the first essential to the success of any experiment in railroad traffic is a fair confidence in its permanence. Especially is this true of those inducements which all roads hold out to stimulate the settlement of the territories which they serve. People certainly will not be persuaded to break up their modes of life, and move their families to new abodes, on the strength of any supposed advantages which they are in the commencement fairly notified will at the earliest possible moment be withdrawn. Neither street railway companies nor railroad companies when they make reduced rates to accomplish a certain end which they desire, usually accompany the reduction with a notice that it will probably soon be discontinued. If they should so accompany it, the result could easily be foretold. The whole idea of these cheap trains, the fundamental principle of their success, if they are to have any, has already been stated; it is, that the carriage of working-people at cost, or a little more than cost, to and from their labor, will gradually induce large numbers of

* The following are the remarks referred to: "On the sixth day of May, 1872, there was approved an Act of the Legislature of Massachusetts in relation to the running of cheap morning and evening railroad trains to and from Boston, for distances not exceeding fifteen miles, at rates of fare therein specified; *provided*, that the number of persons making application therefor shall not be less than two hundred. From the date of the approval of this Act to the present time, no train has been asked for or run under the Act. This Act is understood to have been, if not the natural, certainly the adopted, child of the Railroad Commissioners of the State of Massachusetts, although the application to the Legislature for such an Act was first made by another, who early conceived the idea of compelling railroad corporations to carry passengers at unremunerative rates.

"Nothing came of this legislation until the 4th of November, 1872, when the Eastern Railroad Company, at the earnest solicitation of the Railroad Commissioners, and with 'the strong desire felt by the management of the Eastern road to make that corporation popular after the Revere accident,' consented to make a trial of the cheap train experiment. This experiment was not under the Act aforesaid, but under a uniform price for tickets, between any and all stations, like a horse-railroad ticket, upon a plan requested by the Railroad Commissioners.

"We are informed by the Commissioners, in their last Annual Report, that 'the experiment of cheap workingmen's trains on the Eastern railroad has continued a decided and growing success,' that the net profit was large, in fact larger by fourteen per cent. than the average passenger trains. We do not know how the Commissioners arrive at this result, but presume it must have been in the same way that they give us the surplus earnings above operating expenses, and amount paid for rent of roads, interest and taxes of the same corporation for the year ending September 30, 1874, as being \$234,987.41. The Commissioners were naturally encouraged by these figures. Inasmuch as no other corporation had shown any disposition to follow the example of the Eastern road, they publicly invited those living on the lines of other roads who wished to have the benefit of trains similar to those running on the Eastern road, to give some organized indication

that class to leave the streets of the city and move into the suburban towns, and so increase those communities which are necessarily tributary to the railroad companies. Confidence and permanence, a faith in the continuance of the experiment until its failure is demonstrated, are the conditions precedent to a fair trial of it. Accordingly, when a train of this description is put upon a road and the directors of that road seize the opportunity of an annual report, made when the train had been running but two months, and those two of the worst months in the year for such a train, and the year also one of unexampled depression,—when the directors take such an occasion to announce that it has already run long enough to show conclusively that there is no profit in it, or public demand for it, and that if it does not prove remunerative it will be discontinued, it need hardly be said that the experiment has not and cannot have a fair trial. In the case of the workingmen's train on the Boston & Maine road, the unfortunate result seems likely to be reached that no one will be satisfied.

There are certain references to the action of this Board in that

of that desire, some pressure of public opinion, promising to aid them by means of machinery through which such a demand as that referred to can make itself felt. Accordingly, with this strong invitation of the Commissioners, a petition containing more than fifteen hundred names (whether names of residents on the line of your road or not, we do not know) was presented, not to your board of directors, but to the Railroad Commissioners, asking that a similar train be placed on this road. A day was fixed for a hearing on this petition; why, we know not. Although your corporation was not bound to appear at that hearing, yet they were represented, and for you claimed that it was unjust to ask any corporation thus to discriminate, and do work for any portion of the public at a loss. Our protest and objections had no force whatever with the Commissioners, who immediately recommended the placing of a cheap train morning and evening on your road running between Reading and Boston, arriving at and departing from the latter place at about six o'clock in the forenoon and afternoon, at a uniform rate of fare of about six and two-third cents each. Accordingly such a train was placed upon the road on the first day of October, 1875, and has been run since that time strictly in accordance with the recommendation of the Commissioners. It has already run long enough to show conclusively that there is no profit, but an actual daily loss, by such running; and more, that there is no public demand for such train; as the largest number of passengers on any one train, counting the through and local of the cheap-fare passengers, has not exceeded 61 passengers on an inward-bound train, and 84 passengers on an outward-bound train, the average for the month of October being 46 20-26 to a train inward and 72 14-26 to a train outward. The earnest solicitation of the Commissioners, and their subsequent recommendation that such a train should be run on your road, together with the desire on our part to do all we can consistently for the public, experimentally or otherwise, is our only apology for placing upon your road a train service that does not commend itself to your directors.

"If, after a fair trial, it does not prove to be remunerative, the same will be discontinued."—*Report of the Directors of the Boston & Maine railroad to the Stockholders*, Dec., 1875, pp. 7-9.

portion of the recent Boston & Maine report which has been referred to, which seem to call for some notice. They are, to say the least, gratuitous, and seem to indicate a somewhat lamentable confusion of ideas in the minds of those responsible for them. The members of this Board are not in the custom of considering Acts of legislature as either their "natural" or their "adopted" children. If they are correctly informed, a "natural" child is one born out of the bonds of wedlock; and the Commissioners have no reason to suppose that chapter 348 of the Acts of 1872, entitled "An Act in relation to cheap morning and evening railroad trains to and from Boston," came into existence unaccompanied by any of the usual and legal observances. In regard to its "adoption" by this Board, it is simply necessary to say that the Board is not aware of any provision of law which gives its members the power of discriminating between the Acts of legislature, and saying which they propose to "adopt" and enforce, and which they propose to reject and disregard. When, therefore, some fifteen hundred residents on the line of the Boston & Maine, or any other railroad company, respectfully ask of this Board a hearing upon a question involving their rights under a statute which has never been repealed, they will certainly receive it, even though the officers of that corporation are unable, as in the present case, to understand why they should. For the rest, the Commissioners have simply to add, that the success or failure of the cheap trains, or any other experiments in transportation, are results which in no way concern them personally. Their position is purely judicial. They stand equally ready to pronounce an experiment under the laws a failure or a success. They only desire that, before being called upon to do so, it should be shown to be the one or the other. Under present conditions the system of cheap trains cannot have a fair trial on the Boston & Maine railroad, inasmuch as the official action of those controlling the affairs of the corporation has in the beginning destroyed that confidence in its reasonable permanence which was the fundamental condition of such a trial.

THE FREIGHT COMPETITION OF 1875.

In Appendix E of this Report will be found statistical tables showing the grain and flour receipts at Boston during the last

eight years, both directly by rail from the West, and by the mixed routes, partly rail and partly water. During the earlier of these years, it will be noticed that more than half of all the cereal products brought to Boston came by water, whereas more recently the proportion is altogether changed, and it is obvious that the mixed routes are gradually being driven out of the business. This result is partly due to improved railroad appliances, but much more to the steadily decreasing rates at which produce is carried. The change which has taken place during the last few years in this respect is not generally appreciated. The community has been so accustomed to hearing the cry for cheap transportation of Western produce raised, that it fails to realize how much cheapness has been secured. The fact is, however, that rates have now fallen so low that not only this, but all other descriptions of through merchandise, are habitually carried on more favorable terms than the most sanguine anticipated a few years ago. In this matter, the experience of one or two roads is probably the experience of all. That of the Michigan Central has recently been stated in the annual report of that company; that of the Boston & Albany may be obtained from the official returns. The average amount received by the Michigan company for each ton of merchandise carried by it in 1865, was 3.06 cents per mile; a year later it was 2.60 cents; in 1867 it was 2.09 cents; in 1870 it had fallen to 1.98 cents; and in 1872 to 1.56 cents. In 1874 it was 1.30 cents, and in 1875 it was 1.16 cents. In other words, in 1875 rates were but a trifle more than one-third part of what they were in 1865,—a reduction of two-thirds in ten years.

The experience of the Boston & Albany road was very similar, as will be seen from the following table, which gives in cents the average amount received by that corporation on every ton of freight carried by it during each of the eleven years specified. It will be noticed that the decrease is 60 per cent :—

1865,	3.55 cents.	1871,	2.09 cents.
1866,	3.16 "	1872,	2.02 "
1867,	2.98 "	1873,	1.96 "
1868,	2.81 "	1874,	1.82 "
1869,	2.43 "	1875,	1.53 "
1870,	2.19 "		

During the year 1875, many railroads, not only in the West, but in New England, have persistently done their through freighting business at rates lower than those charged on the Erie canal; and this, too, notwithstanding the fact that the roads in question carried all descriptions of merchandise, while only the bulkier and coarser kinds were moved by canal.* It cannot, of course, for a moment be maintained that the railroad corporations have voluntarily, or from any sense of obligation to the public, submitted to these reductions. They have certainly been actuated by no such motives. They have worked for less money, for the simple and obvious reason that there were a great many roads to do the work, and a smaller amount than was expected of work to do. Nevertheless, experience is uniform that railroad charges, when once they fall, tend always to a lower permanent level than that at which they stood before they fell. It is highly improbable, therefore, that railroad rates will ever again rise for any length of time to a point which six years ago was considered a low average.

The time has now come when these facts should be recognized, and due prominence given to them. So far as the bringing food cheaply from the West to the East is concerned, they indicate clearly enough that, for the present at least, the problem is solved; inasmuch as it is apparent that the railroads have gone quite as far in this direction as it is safe for them to go. So far, indeed, that a number of the more cautious and conservative corporations have voluntarily abandoned the business, refusing to compete for through traffic, on the express ground that it could only be done at a loss. The returns which accompany this report afford ample evidence that such a conclusion was not unwarranted. Many of the roads have been operating on margins of profit dangerously narrow. Take, for instance, the Boston & Lowell and the Cheshire. These two companies make a connection with the Vermont Central and Grand Trunk lines for through business with the West. During the last railroad year the Boston & Lowell moved its freight trains, weighing on an average 225 tons each, at a net profit of only 7 cents a mile. The Cheshire moved its trains of 168 tons at the even lower profit of 6 cents per mile. The two roads together moved 933,532 tons of freight, at a net profit of a little less than

* Report of the Commissioner of Railroads for Michigan, 1874, p. xl.

\$62,000, or about 6 cents on each ton handled. Lower figures than these could not be reached without converting the freighting business into a railroad luxury.

Low as the rates have been generally during the past year, Boston has further been especially favored by a combination of circumstances, which is not likely to prove permanent. It has enjoyed for the time being an active railroad competition, especially as respects western-bound merchandise, in which those operating the longer and more expensive of two lines insisted upon a right to charge less than the shorter line. To understand, however, the present posture of affairs, as respects the relations of the great through eastern and western lines with each other, and consequently with the localities they serve, it is necessary to recur to events which were taking place a year ago, when the last annual report of this Board was made. The combination of through lines which had been effected at a meeting of railroad officers held at Saratoga in August, 1874, and for that reason known as the "Saratoga Conference," was then breaking up, owing to the refusal of the Baltimore & Ohio road to become a party to it. During the brief time which it lasted, that combination called forth very marked indications of public disapproval. It was looked upon as a compact against public policy, and one in every way prejudicial to the interests of the community at large. The members of this Board took, however, a wholly different view of the matter. (Sixth Annual Report, 1875, pp. 39-41.) They were strongly inclined to the opinion that, whether so designed or not, the combination effected at Saratoga was a move in the right direction; one which ought to be, if not directly encouraged, at least allowed to work out its results undisturbed. Its essential principle lay, apparently, in the substitution of an open and responsible combination for a secret and irresponsible one. Upon every public consideration, such a change seemed most beneficial. It is a matter of common notoriety that for years past the whole business of transportation between the West and the seaboard has been done on common tariffs, established in convention from time to time by the freight agents of the different roads. Indeed, it was, and is, too obvious for discussion that this course must be pursued, as it would be utterly impossible for railroad corporations to live under the pressure of an unremitting war

of rates. These agreed tariffs were regularly published, and took effect at stated periods, subject to modifications at other stated periods. There was no more concealment about them than there was about the regular local tariffs of the several companies; the only difference between the two being that the local tariffs were fixed, while the through tariffs were liable to sudden breaks and violent fluctuations. From these breaks and fluctuations, it is very questionable whether the community derived any advantage. The elements of constant uncertainty and local favoritism, inseparable from them, did, probably, on the whole, more harm than any temporary reductions did good. The advantages the communities derived from railroad competition were decided enough, but of a different character. They lay in the activity to which the competing lines were stimulated; in the despatch with which business was done; in the approved appliances afforded for it; in the unremitting efforts of the companies to secure traffic, on the ground that they did it quicker, safer, better, and, consequently, cheaper, than other companies. This great feature in competition the Saratoga combination did not propose to touch. The attempt was solely to do away with wars of rates, through the agency of arbitration. It did not look to any pooling of profits or common purse arrangement. It left each company to get all the business it legitimately could, and to retain for itself whatever was earned from it. But, in place of leaving each company to assert its own rights, and to maintain them if it was able, it recognized a central board, the duty of which was to establish rates, and which was supposed to have sufficient power to hold the various companies firmly to them. Though, therefore, this board represented a close combination, in doing so it concentrated responsibility on itself. There it was. The whole force of public opinion could be brought to bear upon it, and was no longer dissipated among a number of subordinate agencies. Naturally, the adhesion of all the trunk lines was essential to the success of the plan. This, however, it became apparent, could not be brought about. The Baltimore & Ohio railroad on the south, and the Grand Trunk on the north, refused to become parties to it. The action of the Baltimore & Ohio at once brought on a war of rates of the fiercest description between that company and the Pennsylvania road, repre-

senting the combination. This was sustained all through the winter and into the spring of 1875, and rates between the West, and all points reached by the Baltimore & Ohio, were reduced to nominal amounts. The struggle finally ended, as all such struggles heretofore have, and hereafter must, end, in an agreement. The Baltimore & Ohio became one of the combination of roads on the old footing of tariffs agreed upon in conferences of freight agents. The only thing, practically, which the struggle resulted in, therefore, was the destruction of all that was good in the Saratoga arrangement, and the restoration of the worst features of the old irresponsible combination. The board of arbitration, and the two all-important elements of publicity and direct responsibility which it had promised to introduce into the relations between the community and its great railroad lines, disappeared in the conflict.

Meanwhile, the understanding arrived at between the agreeing routes and the Baltimore & Ohio did not perfect the combination. The Grand Trunk of Canada still refused to enter into it, and the position of that road was of peculiar importance to Boston. The Grand Trunk, as between Boston and the West, is what is known as the long line; that is, taking Chicago as a terminal point, it is 150 miles further to the West by this route than by the Boston & Albany and its connections. Owing, however, to the fact that the natural outlet of the Grand Trunk is closed by ice in winter, those managing it are anxious to secure business, especially during that season. Accordingly, its agents have for years claimed that the agents of more direct lines should not regard rates a certain per cent. lower than their own as a "cut," on the ground that, as the Grand Trunk had the longer route, and occupied more time in carriage, it must charge less money for it in order to compensate for these disadvantages, and secure a share of the business. Rather than engage in a war of rates, always most disastrous to solvent roads like the Boston & Albany and the New York Central when carried on against an insolvent corporation like the Grand Trunk, this claim, though never recognized, had been for several years tacitly allowed to the extent of from 5 to 20 cents a hundred on through freights. Taking advantage of this concession, the Canada line had secured for itself a portion of the business between Boston and the West. When, however, the difficulty with the

Baltimore & Ohio was adjusted, the attention of the combined roads was next directed to the Grand Trunk, and that company was made to understand that no concession in rates would in future be permitted to it. This brought on a struggle for the Boston business.

As respects the eastern-bound freight movement the position of the Grand Trunk connection was of comparatively little practical importance, though even here it was productive of some singular results. It so happens that the Grand Trunk possesses no independent connection with Chicago. It can reach that city only in a circuitous way, or over the tracks of companies which belong to members of the central combination. When, therefore, the war of rates began, these companies refused to reduce their charges from Chicago to the East, although charges were reduced from Milwaukee and points further west. Accordingly, merchandise began to move in a heavy volume from these points across Lake Michigan and over the Detroit & Milwaukee road, which connected with the Grand Trunk, to Boston, and even to New York. To the roads composing the central combination, this was, however, matter of little comparative moment. The merchandise transported was bulky in character, and the rates obtained on it were ruinously low. Indeed, the combined lines were probably not unwilling to have their competitor wear itself and its connections out in the unprofitable work of carrying heavy freights at 3 mills per ton per mile; and the returns of the Cheshire and Boston & Lowell roads show clearly enough how rapidly this wearing-out process was going on. Indeed, it has been notorious for years that certain of the Grand Trunk connections in New England have made a practice of bringing western produce east at rates which did not pay car hire. In the settlements, the balance was actually against them, the car mileage exceeding the freight money, so that they paid for the privilege of hauling the merchandise over their roads. As respects the western-bound movement, however, the case was altogether different. As the eastern freight movement consists of coarse and bulky articles, it necessarily calls for a much greater number of cars to accommodate it than the movement from the East, which consists chiefly of manufactured goods. Accordingly, there is always a great superfluity of rolling-stock going west. It costs a railroad no more, however, to haul a car

with two or three tons of merchandise in it than a car which is empty; and it is even thought that a car travels better for having a small average load. Under these circumstances, with great numbers of empty return-cars on their hands, every pound of freight the companies can pick up in the East is pure gain, no matter at what rates they carry it. The only objection to their taking the lowest possible rates being the obvious one that, if having already brought merchandise East for nothing, they then carry other merchandise West on the same terms, the financial results will not be encouraging. This consideration was one which did not affect the Grand Trunk line, inasmuch as the business would on equal conditions naturally seek the direct and shorter route; if the rates were equal, therefore, the Grand Trunk, as the longer route, would get none of it, whereas, by breaking rates, it might get more or less, and all it got was so much gain. When the conflict began, accordingly, the Grand Trunk resorted to a policy of active competition which resulted in lower rates ruling, especially during the closing months of the last year, between Boston and Chicago, than between any other seaboard point and the interior. The rates from New York, for instance, were at times nearly twice as high as those from Boston. Thus at both ends of the line competition led to discrimination.

This condition of affairs could not of course continue long. It was another of those disturbing phases which continually present themselves in the process through which railroad competition works its way out into railroad combination. The other seaboard cities could not be expected to look on with equanimity while a rival enjoyed such wholly factitious advantages. To the corporations serving those cities, the matter was of no consequence, inasmuch as the war of rates did not reach them, except in so far as it induced the shipment of merchandise from Philadelphia or New York to Boston, to be carried thence to the West by rail. This diversion of business was, however, insignificant, and no steps were for some time taken towards putting a stop to the discrimination. At last, however, the business communities of these other cities, especially of New York on the seaboard and Chicago in the West, began to realize that their interests were suffering. This rising public opinion soon made itself felt. In presence of it, those manag-

ing the combined lines found themselves under the necessity of adopting some decisive policy. Their alternative was simple. They had either to enter into a new and destructive war of competition, or buy the Grand Trunk off.

The usual steps were, therefore, taken, with the usual result. In this case, however, competition resulted in combination with more than ordinary rapidity. In December, the war of rates was begun, the combined roads reducing those from New York by more than half at once, so as to bring them below those from Boston. A meeting of the representatives of the combined lines and the Grand Trunk connections was then held in New York. The usual general discussion took place, which, for the moment, seemed to promise small results. This was followed by a private conference between those immediately representing the lines principally concerned, at the close of which it was announced that all differences were adjusted, and that rates would at once be restored to a paying basis. This adhesion of the Grand Trunk line to the combination, made it, for the time being, complete.

That a war of rates was thus averted, affords no good cause for regret. Neither the community nor the railroads could have derived any permanent benefit from it. It would merely have caused more unjustifiable discriminations, wider fluctuations, and deeper business disturbance. It is, however, unfortunate that the arrangement effected was not of a more comprehensive character. It did not touch the root of the evil, and, like many similar previous arrangements, it will prove but temporary.

However it may be under exceptional circumstances and for brief periods, in the long run active competition between the through routes cannot but be prejudicial to Massachusetts' interests. It leads directly to discriminations in favor of rival communities. It does so for the obvious reason that, as a rule, railroad competition is and must continue to be stronger to New York and to other seaboard points than to Boston. They own and control their own through routes, and Massachusetts does not. If the Hoosac Tunnel line was consolidated under one vigorous management, and brought into close connection with the Erie and Pennsylvania roads, the conditions of the problem might be altered. That result, however, seems now

improbable, and the "toll-gate policy" acts simply as a paralysis on the possibilities of the tunnel route, in the interest of the New York Central. In the struggle of competition, therefore, Boston stands in a poorer position to protect itself than any other seaboard city. In the long run, the discrimination will surely be against it, in the future as in the past.

It would seem, therefore, to be the true policy of this section to encourage, rather than to discourage, a general public combination of the through railroad routes, based on principles of equality and stability. The law of the strongest does not work in our favor, and we cannot permanently steal business. Before a permanent combination is arrived at, however, there are certain principles the concession of which, as part of the accepted policy of any general railroad system, is essential. Foremost among these is the absolute equality of the Atlantic seaboard centres as respects the movement of merchandise to and from certain of the great distributing points of the West. Hitherto, owing to traditions of the past, or to the influence of competition, or to the superior activity of one freight line over another, discriminations between these cities have always existed. Freights have, for instance, been 5 cents a hundred more to Boston than to New York, and 5 cents more to New York than to Philadelphia, and, at one time, 5 cents more to Philadelphia than to Baltimore. There is no longer any ground upon which to rest distinctions so arbitrary. Taking into consideration the volumes of traffic seeking the two cities, and the grades which have to be surmounted in crossing the Alleghanies to get to one of them, there is less than no reason why produce shipments to New York should be at higher rates than to Philadelphia; while, as between New York and Boston, the additional charge of 5 cents a hundred represents an increased rate of 12 per cent. to meet 5 per cent. of increased distance. This, too, while over the same lines no discrimination at all is made between the two cities in regard to western-bound merchandise, and while an equal discrimination the other way on the same merchandise is made by the Grand Trunk for a longer distance. It is certainly not in the power of the Boston & Albany road, as representing the interests of this section, to insist on the discontinuance of this exaction. That road is but a part, and, though a very important, not a large part of a

continuous line. It does not and cannot control a through connection, and, without that, it is in no respect master of the situation. It cannot undertake to dictate. At the same time, it may fairly be expected to exert every influence it can control to this end, and the representatives of the State in its direction should see that this is done. The competition of the Grand Trunk line might also be made a powerful factor in the bringing about of this result. The business community of Boston should combine to offset the combination of the railroads. They should deal with that line which offers them equality, and thus compel others to do the same. Should they take this course, throwing their business unitedly, through the action of their Boards of Trade and Exchanges, in favor of one line as against another, recent experiences show clearly enough that the desired result would soon be accomplished. In this respect, the legislature can do little; the business community, if it really chooses to organize and help itself, can do much.

There are other matters, also, in respect to which the principle of equality between centres seems yet to be ignored. The guaranteeing of quantities in bills of lading on produce shipments is a case in point. There has been much complaint on this subject during the past year, and not apparently without cause. As a matter of custom, certain transportation companies guarantee a delivery of the exact quantity of cereals expressed in the bill of lading in case of shipments to New York, but decline to do so in the case of shipments to Boston. This renders the bills of lading to the former place negotiable, while those to the latter place are not. In a business point of view, the difference is most material. This is another result of competition, and one most difficult to deal with. There is no question whatever that the only proper and business-like way of moving cereals in bulk would include a guarantee of quantity on the part of the carrier. This, however, implies a very considerable development in the method in which the business is done. To be weighed properly, grain must be passed through an elevator; and, if the railroad companies are to guarantee weights, they must own or supervise the elevators at each end of the route. Until this very considerable change in system is brought about, it is not easy to see how the business can be conducted as it should be. Meanwhile, at present there is no one to

hold responsible. The contract, including the guaranty, is made at some western centre. The parties making it, violate no law in giving a guaranty by preference, and are amenable to no tribunal. It is very difficult, also, to ascertain in any given case who they represent,—whether the combined roads or private despatch lines; and the combined roads, indeed, insist upon it that no guarantees binding upon them are permitted. Under these circumstances, a counter combination of merchants, agreeing to give their business in preference to any line guaranteeing quantities, would probably be the most effective way of solving the difficulty. It is not easy to see how anything else can.

These, and many other questions connected with through transportation, have of late been much discussed, and it is well that they should be. The more they are discussed, however, the more it will become plain that their only effective solution lies in the establishment, as a fundamental principle, of exact and absolute equality in railroad communication between the trade centres of the seaboard and the interior; and this in its turn implies a combination of through routes sufficiently close and powerful to enforce stability and justice among themselves. Competition in rates is necessarily incompatible with these principles,—its essence is instability, and the artificial preferment of one point over another. So long as it continues, systematic justice cannot be done. Competition is nothing but force, and a practically irresponsible force, appealed to as the final arbiter in railroad disputes. The strongest corporation, or combination of corporations, invariably remains master of the field. This system has, since the close of the late war, been working itself out to its logical consequences with great rapidity; and it is now apparent that the only possible struggle is between some four, or at most five, great organizations. The ultimate result no longer admits of doubt, although a great majority of those who discuss the subject fail to realize the fact. The combination in the future, as in the past, will yearly become closer, and the tendency will be greater to adjust matters of dispute by some less costly process than a railroad war. But with the closer combination will necessarily come a recognized and concentrated public responsibility. The controversy which has been described between

the combined roads and the Grand Trunk line, furnishes an admirable illustration in point. The combination had made some one responsible, and, when public opinion was aroused, it knew at once, both in New York and Chicago, exactly whom to hold to account. The result was immediate. It is from just this point of view that the failure of the combination, effected through the conference at Saratoga, was to be regretted. Whether those who brought that combination about intended it or not, it apparently must have so centred responsibility, and consequently have so concentrated public opinion on itself, that a much greater degree than heretofore of equality and justice to all would have characterized the dealings of the railroads with each other, and consequently with the public. It seems, therefore, desirable as well as probable that this principle of public arbitration should, at no remote day, be substituted for that law of might which now, from time to time, agitates at once the railroad system and the business community. Meanwhile, the existing complications must be regarded as the necessary process through which those principles are worked out, upon which the better system of the future will be founded.

CHARLES F. ADAMS, JR.,
ALBERT D. BRIGGS,
FRANCIS M. JOHNSON,
Railroad Commissioners.

JANUARY 4, 1876.

REPORTS

ON

MATTERS ESPECIALLY REFERRED TO THE BOARD

BY RESOLVES OF THE LEGISLATURE

REPORTS.

[Resolves, 1875. Chap. 39.]

RESOLVED, *That the petition of W. O. Batchelder and others, for legislation to prohibit the Eastern Railroad Company from obstructing the public square in Peabody, be referred to the board of railroad commissioners with instructions to report to the next general court what, if any, legislative action is necessary in the premises.*

A conference in relation to the subject-matter of the foregoing Resolve was had at Peabody on the 1st September, 1875. The town of Peabody was represented by counsel and its board of selectmen, and the Eastern Railroad Company by counsel and its superintendent, Mr. George Batchelder.

The difficulty referred to in the petition and Resolve arises from the fact that three railroads effect a junction in the town of Peabody,—the Salem & Lowell, the South Reading Branch, and the Lawrence Branch. A considerable quantity of bark is brought down from the north by way of Lawrence and Salem, which now is delivered in yards on the South Reading Branch, crossing the Salem & Lowell. To reach these yards from the Salem & Lowell, it is necessary to pass directly across the public square in Peabody. Accordingly, great obstruction is caused by the necessary switching in making up the freight trains and in getting cars on and off the sidings.

It is this switching and marshalling of trains on the track of the South Reading Branch across the main square of Peabody which the petitioners complain of,—not the passage of regular trains. The only remedy, apparently, is to provide other ground on which to elsewhere do the switching. With this end in view, the Eastern Railroad Company, some time since, purchased a tract of land lying away from the square, north of the Lawrence Branch, and between it and Centre Street. This

now requires to be graded, and to be provided with sidings, so that trains can be separated and made up there, instead of across the square.

As a result of the conference of September 1st, an understanding was arrived at satisfactory to all concerned. It was agreed that the Eastern railroad should, within a reasonable time, grade off and track a new freight-yard, and thereafter discontinue the practice of making up its trains across the square; while, on the other hand, no objection would be made to the passage across it of the regular South Reading Branch trains, both freight and passenger.

Before the understanding thus reached could be carried into effect, the financial difficulties of the Eastern railroad assumed such a shape as to render impossible any expenditure of money by it except in the necessary work of operation. Accordingly, nothing further has been done in the premises. Nor is it easy to see what can be done, at least for the present. Additional legislation would be of use only in case it is proposed to compel the Eastern Railroad Company to incur the expense involved in the necessary changes, which it professes itself ready and willing to make as soon as it is able. In the present condition of the affairs of that company, it is very questionable whether such legislation would be proper or expedient. This Board certainly is not prepared to recommend it. Consequently, it would seem to be necessary that the adjustment of this matter, as of many others in connection with the Eastern railroad, should be deferred until the financial affairs of the company have been restored to some degree of order.

[Resolves, 1875. Chap. 67.]

RESOLVED, *That the board of railroad commissioners be directed to inquire into the expediency of such legislation as will prescribe rules under which the accounts of all railroad corporations shall be kept; all sums received by them uniformly credited; and all sums expended by them, whether on account of operating expenses or permanent investments, be uniformly charged; and to report upon the same to the next general court.*

For reasons set forth in that portion of their Report for the present year relating to the returns of railroad corporations (pp. 25–36), the Commissioners submit the following draft of a law, the passage of which is recommended: —

AN ACT to secure greater Publicity and Uniformity in the Accounts of Railroad Corporations.

Be it enacted, etc.:

SECT. 1. The board of railroad commissioners shall, before the first day of September, eighteen hundred and seventy-six, prescribe a system upon which the books and accounts of corporations operating railroads, or street railways, shall be kept in a uniform manner.

SECT. 2. It shall be the duty of the board of railroad commissioners, from time to time in each year, to examine the books and accounts of all corporations operating railroads, or street railways, to see that they are kept on the plan prescribed under authority of the preceding section; and statements of the doings and financial condition of the several corporations shall be prepared and published at such times as said board shall deem expedient.

SECT. 3. The board of railroad commissioners is hereby authorized to employ, at a compensation not exceeding twenty-five hundred dollars a year, to be paid as provided in sections seventeen and eighteen of chapter three hundred and seventy-two of the acts of the year eighteen hundred and seventy-four, a person skilled in the methods of railroad accounting, whose duty it shall be, under the direction of said board, to supervise the method by which the accounts of corporations operating railroads, or street railways, are kept.

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SECT. 4. On the application in writing of a director, or any person or persons owning one-fiftieth part of the entire paid-in capital stock of any corporation operating a railroad, or street railway, or the bonds or other evidences of indebtedness of such corporation equal in amount to one-fiftieth part of its paid-in capital stock, the board of railroad commissioners shall make an examination into the books and financial condition of said corporation, and shall cause the same to be published in one or more daily papers in the city of Boston.

SECT. 5. A corporation refusing to submit its books to the examination of the board of railroad commissioners, or neglecting to keep its accounts in the method prescribed by said board under authority of this act, shall be liable to the penalties provided in section one hundred and seventy-four of chapter three hundred and seventy-two of the acts of the year eighteen hundred and seventy-four, in the case of the neglect or refusal to make a report or return.

A P P E N D I X .

[A.]

EXAMINATION OF RAILROADS.

The examination of the railroads of the State has been more thorough and complete than in any previous year, every railroad operated by steam-power having had a careful examination in detail by this Board. It has in all cases been accompanied by some of the officers of the road under examination, upon an extra train.

Notwithstanding the rigid economy which all of the roads have felt obliged to practice, it did not appear that any of the corporations were guilty of any neglect to keep their lines fully up to their condition in any previous year, and this is attested by the absence of any striking accident resulting from defects of permanent way or equipment. It is not to be expected that the roads, or any of them, are in a *perfect* condition; and whenever any defect was observed, the attention of the officers in charge was called to it, and, so far as known, they have, with a single exception, been remedied. The exception is upon the Springfield, Athol & North-Eastern railroad, near the head of the grade in Springfield.

By the special Act under which that road was built (chapter 123 of Acts of 1872), it was authorized to "cross with its railroad the railroads of other corporations on the line of its location, in such manner and upon such terms as shall be agreed upon by the parties, or in case of disagreement, as shall be determined by the Board of Railroad Commissioners, but said Athol & Enfield Railroad Company (the name by which the road was then known) shall not construct its road across the railroad of the Boston & Albany Railroad Company at grade, nor at a height of less than eighteen feet above the tracks of said Boston & Albany railroad." In the examination of the bridge in question, upon the completion of the road in 1873, by this Board, the attention of the officers was called to it, and in their report upon it (Fifth Annual Report, page 75) said, "The masonry of the south abutment of the bridge over the Boston & Albany railroad is very poor, and though perhaps not absolutely unsafe, it will require constant watchfulness,

and must be rebuilt in a more substantial manner at no distant day." This masonry has been growing weaker ever since, and at their examination, in October last, this Board again called the attention of the superintendent to its weakened and precarious condition, and were promised that it should have immediate attention, but which it has to the present time (January 1, 1876) failed to receive.

As the safety of travel upon both roads is involved in a failure of this structure, it is doubly important that its condition should not be a matter of question.

The Troy and Greenfield railroad throughout its whole extent, from Greenfield to the state line of Vermont, at the time of examination, was in a transition state of "renovation and reconstruction"; and although the traffic was limited in quantity, extreme care and watchfulness upon the part of the manager, the engineers in charge and the contractors upon the various parts of the work was necessary to prevent accident to the patrons and employés of the line. That accidents to such have not occurred, is a matter for congratulation.

The most marked features of progress made by the roads of the Commonwealth, have been the increased use of train brakes, and the Miller platform and buffer, upon the cars; the Union Passenger Station at Worcester, designed for the joint use of all of the railroads centring at that place; the application of Hall's system of electric signals between Boston and Framingham, upon the Boston & Albany railroad, and between Boston and Harrison Square upon the Old Colony railroad; and the construction of a new piece of road at Ashburnham Junction, by the Fitchburg railroad, to obviate the necessity of the awkward and annoying "switch-back" at that place, which has puzzled the brains, and literally turned the heads of the patrons of that line for the last twenty-five years.

REPORTS UPON NEWLY-CONSTRUCTED RAILROADS.

THE FALL RIVER RAILROAD.

This road leaves the New Bedford & Taunton railroad about one mile north of the New Bedford station, and extends to Fall River (upper town), a distance of $12\frac{1}{2}$ miles, for a great portion of which the land damages ought to have been very small. The road, when examined, was not in a finished condition, though considered safe for operation. The excavations are for the most part narrow, and require ditching and sloping. The embankments are also much narrower than the average of roads in this State. The bridging, of which there is a large amount, more than one mile in all, mostly of pile-bridging, is generally very good.

The ties are of good size and quality, of chestnut timber, $6'' \times 7''$, $\times 7\frac{1}{2}'$, and are laid about two feet apart, c. to c. The rails are of iron, of "Cambria" pattern and manufacture, $3\frac{1}{2}''$ high and $3\frac{1}{2}''$ base, and weigh 50 lbs. per lin. yard, and are laid with side fish splicing-plates of iron, with four bolts to each joint, with single nuts, and well spiked at intermediate ties.

The switches are of the "Tyler patent," and the frogs are of cast-iron.

There is but very little masonry upon the line, and that is of second quality. There are nine highway crossings,—eight of which are at grade, and one "overhead." The alignment is very good, and the grades, though undulating, in no case exceed 52 feet per mile.

THE BOSTON, REVERE BEACH & LYNN RAILROAD

Extends from the wharf, on the southerly side of the wharf of the Boston & Albany Railroad Company in East Boston, in an easterly direction *through* the highland, by a tunnel 474 feet long; thence to and along the sea-wall, and over the "basin" by a pile bridge 2,005 feet long, to and across Wood's Island; thence over the "flats" by a pile bridge 1,510 feet long; thence to and across the creek by a pile

bridge 940 feet long, to Breed's Island; thence across marsh and Belle Isle inlet to Revere Beach; thence along the crest of said beach to Saugus river, which is crossed by a pile bridge and drawbridge 1,344 feet long; thence across marsh and a creek upon a pile bridge 50 feet long; thence across another marsh and creek upon a pile bridge 345 feet long; thence over another marsh and creek upon a pile bridge 160 feet long; thence over another marsh and creek upon a pile bridge 165 feet long; thence to and across Breed's wharf upon a pile and truss bridge 148 feet long; thence across marsh and creek upon a pile bridge 79 feet long, to West Lynn station; thence across marsh and upon two pile bridges of 150 feet and 75 feet respectively, to Lynn station, a distance of 8.8 miles. The grades are very light, and, excepting the curve between the tunnel and sea-wall in East Boston, the curves are of large radius.

The excavation for the tunnel, and over Wood's and Breed's islands, is through very hard earth. The tunnel has a lining of brick masonry, and is 14 feet high in centre of arch, and 12 feet wide. The bridge over Saugus river is substantial, and well built of oak piles and Southern pine timber.

None of the other numerous pile bridges were designed or intended for permanent structures; but the spaces now occupied by them are to be filled up with solid materials, and that work has already been commenced at the "flats" in East Boston. The gauge of this road is 3 feet.

The ties are of Southern pine from North Carolina, 6" \times 6" and 6 feet long, and laid about 2,640 per mile.

The rails weigh 40 lbs. per yard, are of T pattern, 3 $\frac{1}{4}$ " high, 3 $\frac{1}{4}$ " base, and 24 feet long, laid with side fish-plate splicings.

The switches are of "Tyler's patent," and the frogs are of wrought steel. There are 9 highway crossings, of which 8 are at grade and one by "overhead" bridge. The engines used are of the "Fairlie pattern," and weigh about 45,000 lbs. each, and are 32 feet long, out to out. They were made at the Taunton Locomotive Works. The passenger-cars are narrower than the cars of common gauge, but of nearly the same height in body, being 8 feet 4 inches wide, and 8 feet 6 inches high in centre, as against 9 feet 8 inches wide, and 10 feet 4 inches high of common cars. They are 42 feet long, and have seats for 46 persons, if not *too* large, and are well built with Miller platform and buffer, and all modern improvements.

THE SPRINGFIELD & NEW LONDON RAILROAD,

As built, extends from a point on the Springfield, Athol & North-Eastern Railroad in Springfield, about one and a half miles east of the Union Passenger Station in that city, to the state line of Connecticut,

in the town of Longmeadow in Massachusetts, and Enfield in Connecticut, a distance of about 7.5 miles, and is designed, not only to accommodate the local business upon its line, but to form a portion of a new route from Springfield to tide-water on Long Island Sound. This route will consist of the Springfield & New London railroad, from Springfield to the state line, the Connecticut Central railroad, and the Hartford, Providence & Fishkill railroad, from the state line to Hartford, and the Connecticut Valley railroad, from Hartford to Saybrook, at the mouth of Connecticut river. It is not yet fully completed, but, when finished, will be a well-built road. The grading is generally light, and mostly of a sandy or gravelly material.

The ties are of oak or chestnut, hewed, of good size, 6" thick and 6" face, and 8 feet long, and laid about 2,640 per mile. The rails are of steel, 4" high and 4" base, in lengths of 30 feet, and weigh 56 lbs. per yard, and are laid with side fish splicing-plates, with four bolts and lock nuts and spring washers. The switches are of "Tyler patent," and the frogs are of cast-iron with steel facing. There is only one bridge of more than 8 feet span, and that is a substantial and well-built "deck" bridge over the Water-shop pond, near the forging shops of the United States government. It is 306 feet long, in two spans, with abutments and pier of good stone-masonry, and superstructure of "Howe's Patent Truss."

There will be 3 stations upon the line—Armory Hill, Hickory Street and East Longmeadow. The fencing is good, of posts and 4 boards. There are 20 street or highway crossings, one of which is by an overhead bridge, and 19 are at grade. The line leaves the Springfield, Athol & North-Eastern railroad upon a grade of 52.5 feet per mile, and a 6° curve for 2,000 feet, and this is the sharpest curve and the heaviest grade upon the line.

THE FALL RIVER, WARREN & PROVIDENCE BRANCH OF THE OLD COLONY RAILROAD

Leaves the main line of that road about one-eighth of a mile north of Bowenville station, in the city of Fall River, and extends to a point on the Fall River, Warren & Providence railroad, in the town of Somerset, about one-fourth of a mile west of the Ferry station of that road, on west bank of Taunton river, opposite Fall River, a distance of 2.16 miles. It has been built by the Old Colony Railroad Company, under authority of chapter 295 of Acts of 1872, and chapter 213 of Acts of 1874.

Including the bridge across Taunton river, it has been an expensive piece of road, having cost about \$400,000.

By its construction, an all-rail line is secured between Fall River and Providence, thereby avoiding the ferry at the Fall River end of

the route. The grading on both sides of the river is light, involving no heavy excavation or embankments, the main expense being the river bridge. This bridge, including the mechanical structures of the approaches, is about 1,300 feet long; and, in its construction, required a high degree of engineering skill on the part of the chief engineer, E. N. Winslow, Esq. Some of the piers were sunk in water 60 feet deep, and the whole height of deepest piers from bed-rock was 90 feet. These piers were made of cast-iron cylinders, sunk to bed-rock or hard bottom by pneumatic process, and then filled with masonry. The bridge is designed and used for a railway on the top chords, and for a highway upon the lower chords. That portion of the bridge over the water in the river, consists (commencing on easterly side) of four stationary spans of 155 feet, c. to c. of piers; then a draw or swing-bridge, of two spans, and total length of 180 feet, and then another stationary span of 155 feet. The above (955 feet) is of iron superstructure. Then there is one span of Howe truss of 80 feet; making the whole length of bridge which is used for a highway 1,035 feet. The balance consists of a span of Howe bridge of 50 feet, and trestle-work at each end for approaches to the railroad portion of the bridge. The road throughout is well built. The embankments and excavations are of good width, and the latter well ditched. The ties are $6'' \times 7'' \times 7\frac{1}{2}'$, laid about 2,300 to a mile. The rails are of iron, $3\frac{1}{2}''$ high, $3\frac{1}{2}''$ base, in bars of 24 feet, and are laid with side fish-plates of iron. Upon the bridge, the rails are of steel, of 60 lbs. per yard, laid with side fish-plates. The switches are of Tyler patent, and the frogs of cast-iron. The minimum radius of curvature is 782 feet for a short distance, and the heaviest grade is 66 feet per mile.

THE NORTH BROOKFIELD RAILROAD.

This road extends from the East Brookfield station of the Boston & Albany railroad to North Brookfield, a distance of 4.25 miles. The curves are sharp and frequent, the minimum radius of curvature being only 637 feet for a short distance near East Brookfield. For the balance of the line, the maximum degree of curvature is 5° ; and for the most part less than that. The grades are undulating and very heavy, the maximum being 116 feet per mile. The work is, consequently, very light, there being only 68,200 cubic yards of excavation upon the whole line, 3,200 of which was rock.

The amount of bridging is small, only one bridge of more than 10 feet span being required, and that is a well-built, pile-bent structure, near the East Brookfield station. The excavation and embankments are of good width, and generally well sloped. The ties are of good size and quality, $6'' \times 6'' \times 7\frac{1}{2}'$ feet, laid 2,640 to a mile.

The rails are of iron, of Troy pattern and manufacture, $3\frac{3}{4}$ " base, 4" high, 80 feet bars, and weighing 57 lbs. per lin. yard.

The switches are of Tyler patent, and the frogs are of cast-iron. The fencing is light, of posts and boards, 8 boards high. The cattle-guards at present are of slats spiked to ties, but are to be replaced by those of masonry in the coming spring.

There are no stations between East and North Brookfield. Convenient station buildings are at the latter place. The road is leased and operated by the Boston & Albany Railroad Company.

THE LANCASTER MILLS BRANCH OF BOSTON, CLINTON & FITCHBURG RAILROAD.

The branch of Boston, Clinton & Fitchburg railroad from main line, about one mile east of Clinton station, to the "Lancaster Mills," is about $1\frac{5}{6}$ miles long, and is designed for freight purposes only.

It has curves of 955 feet radius, and one grade of $121\frac{4}{5}$ feet per mile. It crosses the Nashua river in three places on low, substantial pile bridges. It has also a track leading to Lancaster Mills freight-house, crossing canal upon a "Howe truss" bridge. The ties are about $6'' \times 6'' \times 7\frac{1}{2}'$, laid at various distances apart, ranging from 2,000 to 2,600 per mile.

The rails are of old iron, more or less worn, taken from the tracks of the main line, weighing from 56 lbs. to 60 lbs. per yard, laid with chairs or fishing-plates, as they had been before removal. The switches connecting with main line are of Tyler patent; the others, common gate switches. The frogs are of cast-iron.

The cost of the branch, reckoning the iron used at \$30 per ton, has been about \$34,000, with some land damages still unsettled.

THE FEMALE PRISON BRANCH OF THE BOSTON, CLINTON & FITCHBURG RAILROAD.

The Branch of Boston, Clinton & Fitchburg railroad, leading from the main line in the town of Framingham to the Female Prison in Sherborn, is about three-fourths of a mile long. It has a curve on leaving main line of road of 828 feet radius for 900 feet; the balance is of straight line or light curvature; the grades are heavy, the maximum being 88.7 feet per mile. The grading is light and easily done. The rails were taken from main line, of varied weights and patterns, and laid in chairs or fish splicing-plates according to the method of previous laying. The ties are about $6'' \times 6'' \times 7\frac{1}{2}'$, laid from 2,000 to 2,600 per mile. The switches connecting with main line are of Tyler patent, and the others of common gate pattern. The frogs are of cast-iron.

The cost of this branch has been about \$9,000 thus far, with some land damages yet to be paid.

FLYNT'S GRANITE BRANCH RAILROAD,

Extending from a point on the New London Northern railroad, in the town of Monson, to the granite quarries, in that town, has been chiefly built by William N. Flynt & Co., the proprietors of the quarries, and is used almost exclusively for freight purposes, which consists of granite sent from the quarries.

It is about two miles in length, and the grading, masonry, bridging, fencing, ties and land damages have cost about \$25,000. The rails were furnished and the track laid by the New London Northern railroad Company, and the road is operated as a branch of its line.

As indicated by the cost, the graduation has been heavy for a road of that character. The maximum grade is $171\frac{1}{2}$ feet per mile, and the minimum radius of curvature is 573 feet. The rails are of various patterns and weights, generally from 50 to 56 pounds per yard, and are laid in cast-iron chairs. A large portion of the iron has been taken from the tracks of the New London Northern railroad main line.

Only one highway is crossed, and that is by a substantial bridge of 42 feet span, the highway passing under the railroad.

Tabular Statement of Accidents, etc.—Concluded.

RAILROADS.	EMPLOYEES—COS.						AT HIGHWAY CROSSINGS.				AT STATIONS.		THREATENED.			
	By Overhead	By Bridge.	By Train Acc.	By Cent.	Falling from Train.	Various causes.	Fatal.	Not Fatal.	With gates or flagmen.	Without gates or flagmen.	Fatal.	Not Fatal.	Walking or lying on track.	Unlawfully riding on cars.	Fatal.	Not Fatal.
Ashburnham,	2	1	1	12	4	5	1	27	1	1	1	1	25	4	19	10
Boston & Albany,	—	—	—	—	1	—	1	1	—	—	—	—	1	—	1	—
Boston, Barre & Gardner,	—	—	—	—	1	1	4	1	—	—	—	—	1	1	2	2
Boston, Clinton & Fitchburg,	—	—	—	1	3	8	3	4	1	—	—	—	7	2	5	2
Boston & Lowell,	1	—	1	1	—	—	8	1	—	—	—	—	4	—	4	—
Boston & Maine,	—	—	—	—	—	—	—	—	—	—	1	—	6	—	6	—
Boston & Providence,	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Boston, Revere Beach & Lynn,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cheshire,	—	—	1	—	2	1	1	1	—	—	—	—	—	—	—	—
Connecticut River,	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—
Duxbury & Cohasset,	1	—	1	—	1	1	1	5	—	—	—	—	13	2	6	9
Eastern,	—	—	—	2	6	3	3	6	1	—	—	—	6	—	5	1
Fitchburg,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grafton Centre,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nashua, Acton & Boston,	—	—	—	—	1	1	—	1	—	—	—	—	3	—	1	1
New Bedford,	—	—	2	—	—	—	—	3	—	—	—	—	2	—	1	—
New Haven & Northampton,	—	—	—	1	1	1	2	1	—	—	—	—	—	—	—	—
New London Northern,	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	—
New York & New England,	1	—	2	—	—	—	—	3	1	—	—	—	6	1	8	4
New York, New Haven & Hartford,	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1

*Classification of Train Accidents, etc., reported during the Year ending
September 30, 1875.*

	No. of Ac- cidents.	Persons Injured.	Persons Killed.
COLLISION (head) of passenger train with an empty train backing in opposite direc- tion,	1	1	—
“ “ of passenger train with an engine,	1	1	—
“ “ of passenger train with a mixed train,	1	1	—
“ (rear) of passenger train with rear of another train,	2	1	—
“ “ of freight train with rear of another which broke apart,	1	1	—
“ “ of train of empty dump-cars with loaded freight cars standing on track,	1	2	—
Total Collisions,	7	7	—
DERAILMENT of passenger cars by misplaced switch,	4	3	—
“ of passenger cars by breaking of switch-rod,	1	—	—
“ of passenger cars by ice,	2	—	—
“ of passenger cars by broken rail,	1	1	—
“ of engine of passenger train by run- ning over a cow,	1	1	—
“ of freight cars by broken axle,	1	—	—
“ of freight cars by falling of brake- beam,	1	—	—
“ of freight cars from cause unknown,	1	—	—
“ of freight cars from causes not stated,*	5	—	—
Total Derailments,	17	5	—
Total Train Accidents,	24	12	—

* Damage slight.

Classification of Train Accidents—Concluded.

	No. of Ac- cidents.	Persons Injured.	Persons Killed.
Collision with carriage at highway crossing, . . .	5	2	5
Explosion of locomotive,	2	3	—
Breaking of locomotive,	15	1	—
Bridge burned,	1	—	—
Bridge carried away by flood,	1	—	—
Track and road-bed carried away by flood, . . .	1	—	—

ACCIDENTS ON STREET RAILWAYS.

Only two street railway companies reported accidents during the year. The Metropolitan Railroad company reported 13 accidents, 2 of which were fatal and 11 not fatal; and the Lynn & Boston Railroad company reported one, which was fatal. One fatal accident on the Union Freight railroad was also reported.

Nearly all the accidents on street railways are the result of imprudence on the part of passengers, in getting on or off the cars while they are in motion, or of want of caution on the part of persons crossing the streets.

Tabular Statement of Train Accidents, causing Derailment of Trains in the United States, in each Month during the year ending September 30, 1875.

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total for Year.
Rear collisions,	16	10	9	13	13	11	6	3	6	5	19	20	131
	8	9	6	6	9	12	7	3	4	12	13	8	97
	1	3	1	3	4	-	-	-	1	1	1	4	19
	-	1	2	1	-	3	-	1	1	2	2	1	13
Total collisions,	25	23	18	23	26	26	13	6	12	20	35	33	260
Causes unexplained,	15	20	15	29	35	23	15	11	12	11	14	23	223
Accidental obstruction,	13	4	7	3	1	5	4	2	3	3	9	2	56
Misplaced switch,	7	6	5	6	6	5	3	5	6	3	10	9	71
Broken axle,	3	2	2	5	8	7	4	2	1	-	1	6	41
Flying switch,	-	-	-	-	-	-	-	-	1	1	1	1	4
Malicious obstruction,	2	2	-	-	-	-	1	2	3	5	4	1	20
Broken or defective rail,	2	7	6	22	53	15	1	2	1	1	1	2	112
Broken wheel,	1	-	-	4	9	5	1	1	-	3	2	1	27
Broken spring,	1	-	-	-	-	-	-	-	1	-	-	-	2
Broken switch-pin or rod,	1	-	1	4	6	1	-	-	-	2	1	-	16
Open draw,	1	1	-	-	-	-	-	-	-	-	2	-	4
Bad track or joint,	-	-	3	3	-	-	-	-	-	-	2	-	8
Car broken down,	-	-	1	-	-	-	-	1	-	-	-	-	2
Broken chair-plato,	-	-	1	-	-	-	-	-	-	-	-	-	1
Broken bridges,	2	3	2	2	3	3	-	-	-	5	4	8	52

Tabular Statement of Train Accidents, without Derailmment of Trains, in the United States, in each Month during the Year ending September 30, 1875.

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total for the year.
Boiler explosion,	1	-	1	4	1	3	2	1	3	1	1	3	21
Broken parallel-rod,	1	-	1	-	-	-	-	-	-	-	-	-	1
Car burned, while running,	1	2	3	1	-	2	-	1	-	-	1	1	12
Cylinder-head blown out,	-	1	-	-	1	-	-	-	1	-	-	-	4
Broken connecting-rod,	-	1	-	3	3	1	-	-	-	1	1	2	12
Loose door,	-	-	1	-	-	-	-	-	-	-	-	-	1
Broken axle,	-	-	-	4	8	-	-	-	-	-	-	-	12
Broken bumper,	-	-	-	1	3	-	-	-	-	-	-	1	2
Broken tire,	-	-	-	1	3	4	-	-	-	-	-	-	8
Broken crank-pin,	-	-	-	-	1	-	-	1	-	-	-	-	2
Broken piston-rod,	-	-	-	-	1	-	-	-	-	-	-	-	1
Running against fallen tree,	-	-	-	-	-	-	-	1	-	-	-	-	1
Broken cross-head,	-	-	-	-	-	-	-	-	1	-	-	-	1
Total,	3	4	5	14	18	10	2	4	5	2	3	8	78
Non-derailments,	3	4	5	14	18	10	2	4	5	2	3	8	78
Deraillments,	78	78	69	117	193	112	58	50	56	71	111	108	1,101
Total accidents,	81	82	74	131	211	122	60	54	61	73	114	116	1,179
Totals in 1873-74,	88	76	80	108	90	88	59	89	83	64	73	89	987

[C.]

REPLIES TO SPECIAL INQUIRIES

ADDRESSED TO RAILROAD COMPANIES.

On the 15th of November last a circular from the Board was sent to the several railroad companies of the State, asking for detailed information in relation to free passes, season-ticket passengers, train mileage, and steel rails. The following are among the replies received :

BOSTON & ALBANY RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. The power to issue season passes is confined to four,—president, vice-president, manager, and superintendent. Trip passes may be issued by the assistant superintendents.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. One hundred and ninety-five exchange, 27 telegraph and post-office, 14 state officers, 4 railroad commissioners, 11 railway committees, 23 employés, 51 others, and 71 legislators.

3. How many single-trip passes were issued during the same period?

A. Twenty-three thousand four hundred and ninety-two, including men in charge of stock and employés.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. Heads of departments are passed over the road, whether travelling on their own or company's business. Section and bridge men are passed over their own divisions only on company's business. Employés dwelling along the line of road are not carried free. Whether

passes shall be issued, for a single trip, to employés asking for them, when not travelling on business for the company, is left to the judgment of the officers to whom the application is made.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. One hundred and ninety-five.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. One million six hundred and forty-two thousand five hundred and thirteen miles for passes.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. At one round trip per day.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return), as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Gravel and wood.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your train mileage?

A. Gravel at actual. Switching at 5 miles per hour.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. The steel laid the past year was partly charged to operating expenses and partly to construction.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. The rule is to charge to construction the excess in cost of steel over new iron; the amount per ton was \$20.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. Sixteen thousand four hundred and sixty-two tons of old rail, at \$25 per ton; 3,247 tons of iron, fit to relay, at \$35 per ton.

Referring to answer to question 3: no person is permitted to ride free, without a pass, whether an employé travelling on company's business or not, except those mentioned in answer to question 4.

In case an individual is found on a train in absolutely destitute circumstances, the conductors have authority to pass without a written frank.

C. W. CHAPIN, *President*.

BOSTON & LOWELL RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. The manager and superintendent. Heads of departments issue passes to employés while engaged in the service of the company.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. Whole number issued 1,098, of which 94 were issued to employés.

3. How many single-trip passes were issued during the same period?

A. Whole number issued, 9,713: on account of charity, 370; to employés, 4,598; police officers, 81; to the press, 412; others, 4,252.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. The rule of the road is to pass employés free, whether on business or pleasure.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Whole number 774.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. No allowance was made.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. One trip each way; 52 per month.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return), as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. All other mileage than that run as passenger trains was computed as freight mileage.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your total train mileage?

A. Gravel trains, actual miles run. Switching computed at 6 miles per hour.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Charged wholly to operating expenses.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. There was no charge to construction on account of steel or iron rails.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. Six hundred and fourteen $2\frac{1}{2}\frac{1}{8}$ tons; valued in account of stock on hand at \$20 per ton.

Respectfully submitted.

H. HOSFORD, *Manager.*

BOSTON & MAINE RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. The president and general superintendent *only*.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. One thousand three hundred and thirty to officials of other roads, members of the legislature, camp-meeting officials, etc., etc.

3. How many single-trip passes were issued during the same period?

A. Two thousand nine hundred and fifty-seven complimentary and charity, and 2,248 employés.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. The employés of this road and their immediate families are passed free over this road, on application to the president or superintendent, when travelling on private business or business of the company.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Seven hundred and sixty-nine.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. No allowance was made for persons travelling on free passes.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. Twelve journeys per week.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return), as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Grade and wood trains, and empty locomotives.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your total train mileage?

A. At no daily mileage, but in the gross for gravel trains; switching is not kept.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Wholly to operating expenses, on steel purchased the past year.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. Answered by answer to question 10.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were

they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. This company had 1,125 tons of old iron rails on hand September 30, 1875, and they were valued at \$24 per ton in our estimate.

BOSTON & PROVIDENCE RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. President and superintendent.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. One thousand two hundred and twenty-five, including those issued to employés.

3. How many single-trip passes were issued during the same period?

A. No record kept.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. All employés are allowed to travel free, when travelling on their own or the company's business.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Five hundred and seventy-six—included in the 1,225 above stated.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. No allowance; *i. e.*, persons travelling on free passes do not enter into the computation of passenger mileage.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. Six hundred and twenty-four passages per annum each.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return), as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. No answer made to that question.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your total train mileage?

A. One hundred and sixty-three miles.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. All charged to operating expenses.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. Answered above.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. One thousand one hundred and twenty-three and three-fourths tons, at \$27; 279 tons of the above were sold at \$27 after the year's business was made up.

CONNECTICUT RIVER RAILROAD COMPANY.**FREE PASSES.**

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. The president and superintendent.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. Six hundred and twenty-five.

3. How many single-trip passes were issued during the same period?

A. One thousand five hundred and thirty.

4. What is the rule of the company as respects passes to its own employes? Are they passed free over the road only when travelling on business of the company? Or, are employes dwelling on the line of the road, or travelling on private business, allowed passes?

A. Employés are passed free on their own business at the discretion of the superintendent.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Five hundred and forty-nine exchange and 76 complimentary.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. None.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. One round trip per day.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return), as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Three thousand three hundred and twenty for road repairs; 438 for snow; 1,194 for wood.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your total train mileage?

A. Actual mileage given for road repairs and wood trains; switching engine averaged at 35 miles per day.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Charged wholly to operating expenses.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. It is not our practice to inventory old rails. They stand charged to repairs, and when they are re-rolled we charge to repairs only the cost of re-rolling.

EASTERN RAILROAD COMPANY.**FREE PASSES.**

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. Two.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. No record kept.

3. How many single-trip passes were issued during the same period?

A. No record at present accessible.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. Passed when travelling on business of the company.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. No record accessible.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. None.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. Two.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return) as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Gravel and construction trains, and switching.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your total train mileage?

A. Eighty-four miles.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. The cost of steel rails was not charged wholly to operating expenses. A part of it was charged to construction.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. The excess of the actual cost of the steel rails over new iron was charged; that is, the excess of \$128 over \$56, namely \$72 per ton.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. None.

FITCHBURG RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. President and superintendent sign time passes; president, superintendent and two assistant superintendents sign trip passes.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. One thousand two hundred and forty-five.

3. How many single-trip passes were issued during the same period?

A. Three thousand nine hundred and fifty-four, not including employés.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. Employés are passed over the road on business for the company, and also on their own business if applications are not made too frequently.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Six hundred and forty-two.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. Fifty thousand one hundred and forty-two passages; 1,814,248 miles, including employés.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. Once each way per day.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return) as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Wood, 185 ; gravel, 27,227 ; snow 1,649—29,061.

9. At what daily mileage were gravel trains, and engines engaged in switching, computed to your total train mileage?

A. Switching engines 50 miles per day ; wood, gravel and snow actual distances run.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Excess of cost over new iron rails was charged to construction.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. Thirty-six dollars and ten cents per ton.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. Tons on hand, deducting amount due rolling mills, 1,164 ; new rails, valued at \$55 per ton ; rails to be relaid, valued at \$40 per ton ; old rails, valued at \$25 per ton.

NEW YORK & NEW ENGLAND RAILROAD COMPANY.**FREE PASSES.**

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. President and general manager only. General ticket agent for employés only.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. Eight hundred and fifty-two.

3. How many single-trip passes were issued during the same period?

A. Five thousand eight hundred and seven to persons not on the pay-roll. This includes wives and families of employés, charities, officials, public, and of connecting roads not having annual passes.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. Railroad business only, though exceptions are made in some instances.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Five hundred and twenty-three. The balance of annual and time passes being to employés of this road, public officials in four States in which the property is situated, etc., etc.

[The above includes Eastern and Woonsocket Division, Norwich & Worcester Railroad, Norwich & New York Transportation Company.]

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. None.

The following directions in regard to free passes, went into effect on the first day of January, 1874, upon which day all outstanding passes were revoked:—

I. Conductors will pass free over the road no persons, not even employés, except regular mail agents and express messengers of this road; passenger conductors of connecting roads; conductors and enginemen doing daily duty; trainmen, when accompanied by their conductors; and at their discretion, persons who are manifestly unable from absolute poverty to pay, but who have reason to be carried on the score of humanity.

II. Conductors will recognize *no passes whatever* upon the road, except,—

a. Those (properly filled in, and countersigned, if so required) bearing the name of one of the trustees of the road, refusing all passes filled in with pencil.

b. Employés' passes, which shall be issued in the manner hitherto prevailing, *but only to those whose names are upon the pay-rolls*. If presented by other parties they will be taken up, fare collected, and the facts reported.

III. Conductors will report the use of season passes, except those held by employes of the road, by numbers upon the train reports.

Conductors will receipt for this circular order, and are authorized to show it to any parties supposing themselves to be entitled by courtesy to a free passage upon the road. Those really entitled to such passage will not insist upon the privilege after reading it, as a failure to comply with its terms will insure the immediate discharge of the conductor. He has no discretion, and under these instructions must collect fare from any person not provided with ticket or pass; but, when requested, he will make special note of the amount collected, the name of the person paying, the date and the number of the train, and send it to the general ticket agent, Boston, by whom (if, on investigation, the facts warrant) the amount of the fare will be cheerfully refunded, upon application.

Superintendents of connecting roads are supplied with trip pass blanks for this road.

All trip passes are good *one way only*, and must be taken up, indorsed with the name of the conductor, and by him sent daily to A. C. Kendall, general ticket agent, Boston.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. Once each way each week day.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return) as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Gravel and working trains. By working trains is meant those engaged in repairs of track, distributing iron and ties, removing ice and snow, and wrecking. The gravel trains for hire after January first, however, were included in freight mileage.

9. At what daily mileage were gravel trains and engines engaged in switching, computed in your total train mileage?

A. Passenger switching, 50 miles per day; freight switching, 20 to 60 miles per day, according to nature of service.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Cost of steel charged entirely to construction; cost of laying, new ties, etc., to operating expenses.

11. If any part was charged to cost of construction, state the rule

of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. Amount, \$68,964.24 for 675 tons 5 cwt. 2 qrs. 24 lbs.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of material on hand in your general balance, on page 10 of the return then made?

A. The amount of old rails on hand was estimated as due on re-rolling account to the mills, and therefore not valued in inventory.

OLD COLONY RAILROAD COMPANY.*

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. Two,—president and superintendent.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. Three hundred and ninety-seven annual passes over the whole, or parts of the road and branches, besides exchange passes below. Also, 284 passes for periods varying from one day to three months, given in special cases, and on account of sickness and charitable objects.

3. How many single-trip passes were issued during the same period?

A. No accurate record kept.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. Employés are passed free to and from their work. Upon application, when sufficient reason is shown, trip passes are given employés.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Eight hundred and nine annual passes in exchange with 150 railroad companies, in all parts of the United States and Canadas. These passes are seldom used.

* The answers given as to passes and mileage include the South Shore, Dorchester & Milton, and Duxbury & Cohasset railroads. No steel rails were laid on either of these roads. No old iron on hand September 30, 1875, except the South Shore railroad, which had 6½ tons.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. No allowance was made for free passengers.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. One trip each way daily.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return) as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Gravel and working trains.

9. At what daily mileage were gravel trains and engines, engaged in switching, computed in your total train mileage?

A. Gravel and working train mileage at actual distance run. Switching engines 6 miles per hour, calling 12 hours a day's work.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Whole amount charged to operating expenses.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down.

A. None so charged.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the same return then made?

A. Four hundred and thirty-four and four-fifths tons at \$30.

ONSLOW STEARNS, *President.*

PROVIDENCE & WORCESTER RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. Two,—president and superintendent.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. About twenty.

3. How many single-trip passes were issued during the same period?

A. About 1,800—the majority of them to the families of employés of this and connecting roads.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. Passed free in going to or from work.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Seven hundred and eighty-five.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. Not included in our report.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. Once each way daily.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return) as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Gravel trains; hauling of cars for repairs; switching of freight-cars in yards.

9. At what daily mileage were gravel trains, and engines engaged in switching, computed in your total train mileage?

A. Average of 30 miles.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. To expenses.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down?

A. None charged to construction.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. One thousand four hundred and seventy-seven tons of old rail, valued: that "fit to use," at \$56 per ton, and that "to re-roll" at \$33.60.

WORCESTER & NASHUA RAILROAD COMPANY.

FREE PASSES.

1. How many officers on the road managed by you have power to sign and issue free passes over it?

A. Three,—president, superintendent, and general freight agent.

2. How many such passes, good for more than one trip, were issued during the year ending September 30th last?

A. Eleven hundred and fifty-one.

3. How many single-trip passes were issued during the same period?

A. Cannot say, as we kept no account of them.

4. What is the rule of the company as respects passes to its own employés? Are they passed free over the road only when travelling on business of the company? Or, are employés dwelling on the line of the road, or travelling on private business, allowed passes?

A. To a limited extent, employés are passed when not on business of the company, as a matter of favor to the employé, we thinking it for the best interests of the company. These passes being given by the superintendent, it is left discretionary with him as to how far to extend such favor.

5. How many passes issued during the year ending September 30th last were exchange passes with the directors or officials of other roads?

A. Ten hundred and seventeen.

6. In computing the total passenger mileage, or number of passengers carried one mile, in your report, what allowance, if any, was made for persons travelling on free passes?

A. None.

SEASON-TICKET PASSENGERS.

7. At what number of journeys was each season-ticket passenger computed in the total passenger mileage of your return?

A. One trip each way per day.

TRAIN MILEAGE.

8. State in detail what was included in the answer to the question (page 16, question 7, blank return) as to the number of miles run by locomotives or trains, other than passenger and freight trains?

A. Engines and trains for distributing and collecting rails and sleepers; road-clearing (snow and ice); gravel, wood and wrecking trains; also, train for Railroad Commissioners to examine the road.

9. At what daily mileage were gravel trains, and engines engaged in switching, computed in your total train mileage?

A. Gravel engines rated at actual mileage; one switching engine rated 100 miles per day; two switching engines rated 75 to 85 miles per day.

STEEL RAILS.

10. In replacing iron by steel rails during the past year, was the cost of the steel charged wholly to operating expenses, or was any part of it charged to cost of construction?

A. Twenty-five dollars per ton charged to construction; \$50 per ton charged to operating expenses.

11. If any part was charged to cost of construction, state the rule of apportionment under which it was so charged, and the amount so charged, per ton, of steel laid down?

A. On the basis of the difference in cost of steel and iron rails.

12. How many tons of old iron rails had the company you represent on hand September 30, 1875, and at what value per ton were they charged in the estimate of materials on hand in your general balance, on page 10 of the return then made?

A. Three hundred and seventy-six tons for re-rolling, charged at \$28 per 2,240 pounds; 428 tons, fit for use, charged at \$43 per 2,240 pounds.

[D.]

PAPERS IN THE MATTER OF WORKING-
MEN'S TRAINS.

Boston, May 28, 1875.

Hon. C. F. ADAMS, Jr.

DEAR SIR:—Your communication of May 21 was received, but my absence from the city has prevented an earlier reply. While all suggestions from your honorable Board will be received with the highest respect, the policy of running such trains as you suggest seems to me open to serious objections. I do not think it is for the interest of the general public or for the interest of a railroad corporation to run trains which do not pay the expense of working. If there is any loss upon such a train, it must be met by increased charges upon other business. Doubtless the attraction of population to the line of the road, if resulting from such trains, is an important element for consideration in estimating their effect.

The directors of the Old Colony R. R. Co. consider that they are bound to provide a fair return to the stockholders for their investment, and equally bound to see that the tariffs are so adjusted as to bear as equally as may be on all the business of the road.

They have always been willing to assume some risk, and to try any reasonable experiment which promised to increase the business of the road, and thus enable them to reduce rates of transportation.

In this view they are willing to give a fair trial to the experiment you suggest, and will, on and after the twenty-first day of June, run a train between Mattapan and Boston upon the terms stated in your communication.

If at the expiration of a reasonable time, say three years, the train does not prove a success by paying its expenses, it would seem to show that there is no real public demand for such trains, and the directors would not wish to continue them, and in the mean time until the experiment has been fairly tried and proved a success upon the road, would be unwilling to place similar trains upon other portions of the road.

I am, very respectfully,

ONSLow STEARNS,

President O. C. R. R. Co.

RECOMMENDATION

TO THE BOSTON & MAINE RAILROAD, THAT CHEAP TRAINS BE PUT ON BETWEEN BOSTON AND READING.

In the matter of the petition of J. A. Grosvenor and 1,480 others, asking the Board of Railroad Commissioners for "counsel and aid as to the proper course to be pursued to obtain from the Boston & Maine Railroad a cheap train for workingmen between Boston and Reading."

A hearing on the foregoing petition was held at the office of the Board in Boston on the tenth day of July, 1875, at which both parties were represented, the petitioners by certain of their number and the railroad company by its president. The application at this time was not made for the establishment of a cheap morning and evening train under the provisions of chapter 348 of the Acts of 1872, but for the intervention of the Board through the general recommendatory powers conferred upon it by sections 9 and 10 of chapter 372 of the Acts of 1874, with a view to procuring for the petitioners a system of trains on the Boston & Maine road similar to those which have been run during the last three years on the Eastern railroad.

The corporation objected to being called upon to furnish the desired accommodation at the present time, upon the ground that its business, in common with that of most other railroad corporations, was suffering under a temporary depression; that its profits barely sufficed for the payment of reasonable dividends to its stockholders, and that the establishment of the trains petitioned for would tend to still further diminish them.

This objection would be entitled to great consideration, were the running of trains of the character of those asked for a novel and untried experiment. This, however, is not the case. They have been in use on the Eastern railroad for nearly three years, and their success has exceeded all expectations. They were established on that road in compliance with a suggestion of this Board and with great doubts publicly expressed whether any real demand for them would be found to exist. They had been in operation less than one year when the financial troubles of 1873 came on, but the statistics of the corporation show, as appears in the last report of this Board (Sixth Annual Report, pp. 26-7) that the number of passengers travelling in them increased 42 per cent. in 1874 over the number carried in 1873, or from 187,016 to 266,560. During the first seven months of the present year also, notwithstanding the general depression of the railroad business, the Board is further informed that the increase has been 7.8 per cent. over the similar months of last year, or from 129,810 to

139,930. Neither is there any evidence that this large increase in the travel on these particular trains represents simply a corresponding decrease of more remunerative travel on the regular trains of the Eastern road. On the contrary, during the present, as during the previous years, the returns from the stations served by the cheap trains show conclusively that the increase in the number of passengers on the regular trains is as large as it has ever been before. The returns indicate, therefore, that the cheap trains have called into existence a new and reliable description of travel which does not confine itself to them, for, while the increase of passengers on the workingmen's trains during seven months of this year has been 10,120, that on the regular trains from the same stations has been 12,784. The Board also understands that the running of the cheap trains has largely contributed to the settlement of the territory served by them, and in this way indirectly to the general receipts of the railroad company. Neither does the Eastern railroad in any way profess to consider the running of those trains as a burden of which it would gladly be relieved; but, on the contrary, its officers freely acknowledge that the experiment has proved surprisingly successful, and for that reason, of their own option, and without any request from the Board, they have extended the system to other portions of their line. A similar train has also voluntarily been placed on a portion of its line by the Old Colony Railroad Company in this State, and the Philadelphia & Reading Railroad Company in Pennsylvania.

As the Boston & Maine railroad serves a thickly populated region directly contiguous to that served by the Eastern railroad, the presumption is strong that the same results would follow the establishment of the trains petitioned for on the one road which have already followed them on the other. These trains on the Eastern railroad are also run at rates of fare excessively low, twenty tickets, good for as many trips upon them, being sold for one dollar. This rate was originally fixed at the suggestion of this Board for the avowed object of testing the experiment at such rates of fare as would preclude all possible question as to its thoroughness. If it broke down it was not to be said that it was because it was not cheap enough. (Fourth Annual Report, 1873, p. 43.) Even at these rates the trains have proved remunerative. The experiment having, however, been fully tested, the Board is not prepared to urge on other corporations rates equally low, and in recent cases has adopted the scale of fifteen tickets to the dollar, or an increase of twenty-five per cent. on the Eastern railroad rates. This the petitioners for such trains have all agreed to be a fair increase.

On general principles, therefore, and with a due regard to the interests of that company, this Board is unable to see any good

ground on which it can decline to recommend to the Boston & Maine corporation the establishment of the trains requested. The case for the petitioners, however, does not rest here. They appear throughout to this Board to have been remarkably reasonable in their requests and conciliatory in their demeanor to the corporation. They have asked as a favor far less than the existing law of the Commonwealth entitles them to demand as a right. The statutes of 1872 (chap. 348), which is still in force, makes it obligatory on all corporations owning railroads running out of Boston, on the application of not less than 200 persons, to put trains on their roads on terms far more onerous to the companies than those suggested by the petitioners. The Boston & Maine is one of these corporations, and the applicants exceed sixfold the number specified. The petitioners have, however, throughout, expressed the utmost unwillingness to enter into any hostilities with the corporation or to have recourse to the law; they have contented themselves with simply asking the friendly intervention of this Board to obtain for them less than the law allows, and less than what has proved remunerative to a neighboring road.

Under these circumstances the petitioners appear to have made out a case of the strongest character, calling for a distinct recommendation on the part of this Board. For that reason, and in pursuance of the provisions of section 9 of chapter 372 of the Acts of 1874, the Board recommends the Boston & Maine Railroad Corporation, on and after the first of October next, to run trains on the road operated by them between Reading and Boston, reaching and leaving the latter city in the neighborhood of six o'clock in the forenoon and afternoon—tickets good for single trips of any distance upon which shall be sold at the rate of fifteen for one dollar—such tickets to be good for trips on no other trains run by the corporation.

C. F. ADAMS, JR.,
A. D. BRIGGS,
F. M. JOHNSON,
Railroad Commissioners.

[E.]

Receipts of Flour in Boston during Eight Years.

		Flour—Barrels.							
		1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Boston & Albany Railroad,	.	646,684	728,846	864,380	902,365	750,176	934,765	947,466	882,286
Northern Railroad (B. & L.),	.	53,060	65,107	78,705	99,700	86,042	57,094	102,906	124,315
Fitchburg Railroad,	.	84,211	24,874	52,865	61,451	53,597	16,113	14,472	8,078
Grand Junction,	.	—	—	—	88,526	98,676	274,457	239,007	215,458
Total by railroad from West,	.	733,955	818,827	995,940	1,052,042	988,491	1,282,429	1,303,851	1,230,187
Boston & Maine Railroad,	.	16,515	18,238	17,534	14,784	9,098	11,419	23,187	45,783
Providence Railroad,	.	88,683	61,281	51,339	31,159	32,537	24,669	34,164	41,191
Portland Steamer,	.	6,711	12,544	4,143	6,143	5,286	3,847	1,953	1,912
New York Steamer,	.	53,992	40,284	19,787	30,126	32,021	11,932	14,936	4,010
Baltimore Steamer,	.	307,812	271,635	288,946	281,135	238,748	344,848	264,782	205,775
Philadelphia Steamer,	.	131,961	72,656	169,184	171,175	162,052	128,275	166,018	87,113
New Orleans Steamer,	.	25,013	3,699	14,310	1,891	4,105	4,907	16,981	10,210
Sail Vessels,	.	15,213	6,952	—	—	—	125	—	—
Other Sources,	.	54,637	16,190	29,374	12,890	9,411	4,968	—	—
	.	1,190	2,979	64,085	—	—	—	—	—
Total from seaboard,	.	701,727	506,458	658,714	569,303	493,258	534,990	502,021	395,994
Total from all sources,	.	1,435,682	1,325,285	1,654,664	1,601,345	1,481,749	1,817,419	1,805,872	1,626,131

Receipts of Corn in Boston during Eight Years.

CORN—BUSHELS.								
	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Boston & Albany Railroad, .	376,868	1,031,322	760,713	1,674,201	1,888,615	1,329,599	1,263,055	1,158,500
Northern Railroad (B & L.), .	77,145	288,955	500,744	151,295	157,572	91,262	211,382	159,105
Fitchburg Railroad, .	29,862	64,007	108,964	118,960	71,718	137,778	149,205	324,959
Grand Junction, .	—	—	—	1,212,344	3,001,844	1,600,559	1,144,740	3,271,443
Total by railroad from West, .	483,875	1,384,284	1,370,421	3,156,800	5,119,749	3,159,198	2,768,382	4,914,007
Boston & Maine Railroad, .	1,574	896	5,129	3,298	3,198	7,694	10,961	33,500
Providence Railroad, .	1,100	632	738	2,406	556	5,150	4,609	—
Old Colony & Newport Railroad, .	—	800	2,800	75	1,032	—	—	—
Portland Steamer, .	2,695	—	7,086	2,212	2,432	—	—	—
New York Steamer, .	68,921	2,356	5,812	23,192	22,828	11,132	19,900	6,500
Baltimore Steamer, .	71,328	167,329	119,323	30,314	69,354	6,934	6,678	6,182
Philadelphia Steamer, .	100,441	70,606	180,061	24,836	57,533	29,421	8,355	3,685
New Orleans Steamer, .	205,701	17,231	—	80	—	10,600	51,700	—
Sail Vessels, .	1,395,399	774,555	535,462	394,890	163,822	233,936	117,191	98,410
Other sources, .	—	21,271	89,570	—	—	—	—	—
Total from seaboard, .	1,847,159	1,055,676	945,981	481,303	820,755	304,867	219,394	148,277
Total from all sources, .	2,331,034	2,439,960	2,316,402	3,638,103	5,440,504	3,464,065	2,987,776	5,062,284

Receipts of Oats in Boston during Eight Years.

	Oats—BUSHELS.							
	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Boston & Albany Railroad,	418,062	721,128	1,001,233	1,675,970	1,780,697	2,245,820	1,841,025	954,491
Northern Railroad (B. & L.),	83,234	260,513	313,629	223,479	187,734	108,776	241,437	249,093
Fitchburg Railroad,	104,737	96,034	861,246	128,217	176,535	211,320	340,950	715,197
Grand Junction,	-	-	-	216,420	239,733	679,100	462,400	580,850
Total by railroad from West,	606,033	1,076,675	1,676,108	2,244,086	2,384,699	3,245,016	2,885,812	2,499,631
Boston & Maine Railroad,	55,600	3,109	77,337	1,778	2,496	3,286	10,107	185,928
Providence Railroad,	3,593	3,093	2,211	4,152	2,100	5,150	700	-
Corrigan steamer,	-	-	1,504	40	700	-	700	-
New York Steamer,	1,298	352	62,693	6,537	3,653	-	-	81
Baltimore Steamer,	49,481	10,840	2,840	1,028	15,836	260	428	-
Philadelphia Steamer,	22,146	19,637	38,682	53,835	31,370	19,626	24,232	720
New Orleans Steamer,	8,216	5,476	23,377	8,966	-	-	-	-
Sail Vessels,	6,138	-	-	40	-	-	-	-
Other sources,	509,565	294,713	169,394	108,431	26,612	7,460	800	9,360
Total from seaboard,	656,037	338,756	423,853	179,807	82,767	35,732	36,967	196,089
Total from all sources,	1,262,270	1,415,431	2,099,961	2,423,893	2,467,466	3,280,748	2,922,779	2,695,720

Receipts of Barley and Wheat in Boston during Eight Years.

	WHEAT*—BUSHELS.									
	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
Boston & Albany Railroad,	728	12,999	15,970	29,669.	37,520	106,585	104,704	166,924		
Northern Railroad (B & L),	154,535	99,610	205,215	182,256	206,666	250,543	691,591	83,055		
Fitchburg Railroad,	42,688	10,014	83,185	14,929	14,545	3,078	48,210	5,836		
Grand Junction,	-	-	-	1,957	29,757	13,450	445,806	830,375		
Total by railroad from West,	197,951	122,713	254,370	228,811	288,488	373,656	1,290,311	1,086,190		
Boston & Maine Railroad,	25,135	26,005	16,753	747	-	1,100	5,424	1,400		
Providence Railroad,	-	-	16,581	26,393	35,393	46,314	3,642	5,362		
Old Colony & Newport Railway,	-	-	625	-	-	-	125	-		
Portland Steamer,	4,020	13,370	21,875	9,351	11,339	-	125	-		
New York Steamer,	-	16,414	6,661	8,228	14,662	1,616	3,062	200		
Baltimore Steamer,	-	-	-	3,300	-	-	13,119	2,285		
Philadelphia Steamer,	1,740	-	-	-	927	-	862	-		
New Orleans Steamer,	-	-	-	-	-	-	-	-		
Sail Vessels,	33,144	57,061	39,803	36,540	23,087	625	5,705	11,200		
Other sources,	-	5,323	4,248	-	-	-	-	-		
Total from seaboard,	64,039	118,173	106,536	84,559	85,408	49,655	32,064	20,447		
Total from all sources,	261,990	240,886	360,916	313,370	373,896	423,311	1,322,375	1,106,637		

* The receipts of barley have not been reported in detail since 1873; the total receipts in 1874 were 309,604 bushels; in 1875, 630,396 bushels. In the table, wheat was substituted for barley, in 1874. The total receipts of wheat were—in 1869, 165,240 bushels; in 1880, 389,039 bushels; in 1870, 212,471 bushels; in 1871, 492,429 bushels; in 1872, 402,426 bushels; in 1873, 880,747 bushels.

[F.]

ANNUAL RETURNS

OF THE

EASTERN RAILROAD COMPANY

FOR THE LAST FIVE YEARS.

Annual Returns of the Eastern Railroad Company for the last Five Years.

	1871.	1872.	1873.	1874.	1875.
Capital Stock, Debts, &c.					
CAPITAL STOCK.					
1. Capital stock authorized by charter,	\$6,160,000 00	\$6,160,000 00	\$8,310,000 00	\$8,310,000 00	\$8,310,000 00
2. Capital stock authorized by votes of company,	4,500,000 00	4,500,000 00	5,300,000 00	8,310,000 00	8,310,000 00
3. Cap. st'k issued (No. of sh's,), amt' p'd in,	4,262,600 00	4,262,600 00	4,997,600 00	4,997,600 00	4,997,600 00
5. Cap. st'k, <i>total amt' p'd in, as per books of the Co.</i> ,	—	—	4,997,600 00	4,997,600 00	4,997,600 00
7. Cap. st'k p'd in per mile of road owned by Co.,	42,672 94	37,688 78	44,187 44	42,357 57	42,357 57
10. Number of stockholders,	2,396 00	—	2,915	3,020	2,912
11. Amount of stock held in Massachusetts,	3,656,700 00	—	4,158,400 00	4,224,700 00	4,176,400 00
12. Number of stockholders in Massachusetts,	1,784 00	—	2,242	2,346	2,203 00
DEBT.					
13. Funded debt as follows:—					
Essex R R. mort'ge b'ds, due 1876, rate of int'st, 6 per cent,	194,400 00	194,400 00	194,400 00	194,400 00	194,400 00
Bonds, due at various dates, rate of int'st 6 and 7 per cent,	2,793,000 00	4,955,000 00	6,280,900 00	9,472,400 00	11,173,548 00
Total amount of funded debt,	2,987,400 00	5,149,400 00	6,475,300 00	9,666,800 00	11,367,948 00
14. UNFUNDED DEBT incurred for construction, equipment or purchase of property,	1,139,326 63	204,375 64	188,667 97	1,426,734 11	1,822,986 11
16. Unfunded debt incurred for any other special purpose, and for what,	—	2,094,165 75	1,859,911 78	—	978,538 89
17. Other debts,—current credit balances, &c.,	—	—	1,214,614 01	1,231,718 66	664,027 17
18. <i>Total debt liabilities</i> ,	4,126,726 63	7,447,941 39	9,733,493 76	12,325,252 77	14,833,500 17
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	—	5,586,349 12	6,350,769 68	11,138,682 40	14,239,598 18

21. Proportion of same per mile of road,	\$41,312 71	\$57,291 85	\$48,989 98	\$82,842 84	\$120,688 89
22. Contingent liabilities as guarantor of bonds or debts of other corporations,	-	-	-	-	168,000 00
Bonds of P., G. F. and Conway R. R. Co.,	-	-	700,000 00	1,000,000 00	1,000,000 00

Cost of Road, Equipment, and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and Masonry,	\$1,085,700 68	\$1,246,543 42	\$1,360,526 13	\$1,736,525 34	\$1,736,992 04
2. Bridging,	860,539 86	938,608 54	1,039,770 18	1,461,576 36	1,473,033 97
3. Rails,	1,688,159 81	1,916,917 34	2,133,064 86	2,970,395 63	3,041,336 73
4. Fences,	904,778 84	1,161,658 00	1,031,513 82	2,925,813 43	2,938,690 60
5. Stations, wood-sheds and water stations,	638,158 66	847,488 78	947,821 24	1,572,330 17	1,629,844 23
6. Engine-houses, car-sheds and turn-tables,	149,300 00	209,486 65	230,109 61	298,570 11	316,585 51
7. Discount, &c.,	-	-	-	330,925 36	331,445 92
8. Other expenses,	141,786 42	141,786 42	141,786 42	164,916 95	639,033 47
9. Average cost of construction per mile of road built by this company,	187,206 27	187,206 27	188,799 27	252,542 21	255,150 37
10. Same per mile of single track built by company, not including sidings,	5,655,630 49	6,649,695 42	7,073,391 53	11,713,095 56	12,862,111 84
11. Proportion of cost of constr'n for Mass.,	57,336 08	54,505 70	54,557 58	92,303 39	96,901 09
12. Same per mile of single track built by company, not including sidings,	46,209 90	41,560 59	42,103 52	71,562 40	75,127 03
13. Proportion of cost of constr'n for Mass.,	5,655,630 49	5,747,626 06	6,153,750 63	10,890,508 33 ¹	11,432,981 59
14. Locomotives,	557,360 24	770,424 20	830,485 61	964,608 51	982,666 92
15. Snow-plows on wheels,	8,023 35	-	14,003 20	16,049 13	16,049 13
16. Passenger, mail and baggage cars,	309,225 62	557,673 21	620,201 29	701,980 32	702,992 02

EQUIPMENT.

¹ Portsmouth & Dover R. R. notes.
² See No. 15.
³ Of this amount, there was expended on Eastern Railroad to N. H., \$202,517.76; on P., S. & P., \$723,612.50.
⁴ Including amount expended in construction of other roads.

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.	1872.	1873.	1874.	1875.
17. Freight and other cars,	\$344,199 34	\$419,164 09	\$599,316 55	\$660,426 31	\$661,566 65
18. Machinery and tools,	271,890 00	316,716 97	327,641 31	—	—
19. Total for equipment,	1,490,698 55	2,083,978 47	2,391,647 96	2,343,064 27	2,362,674 72
20. Av. cost of equip't per mile of road operated by Co.,	11,563 51	7,864 07	9,024 40	8,309 74	8,379 29
21. Proportion for Massachusetts,	1,490,698 55	888,639 87	1,339,522 79	1,003,534 42	988,636 94
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED					
IN THE FOREGOING ACCOUNTS.					
22. Essex Branch, orig'l cost, \$127,079.57, purch'sed for	—	96,079 57	—	—	—
Lawrence Br'ch, orig'l cost, \$747,008.53, purch'd for	447,900 98	—	—	—	—
Saugus Branch, purchased for	229,921 82	—	—	—	—
Stock of South Reading Branch, 2,083 shares, pur-	232,573 48	—	—	—	—
chased for	91,007 28	—	—	—	—
Rockport Branch, purchased for	—	—	—	—	—
23. Stock of P., G. F. & C. road, purchased for . . .	168,200 00	168,200 00	168,200 00	551,300 00	{ 859,895 81 551,300 00
Stock of P. P. Car Co., purchased for	—	—	39,000 00	39,000 00	39,000 00
Stock of Wolfborough R. R., purchased for	—	—	—	337,900 00	337,900 00
24. Bonds of G. F. & C. R. R., purchased for	100,000 00	115,885 51	115,885 51	486,000 00	486,000 00
28. Lands in East Boston, &c.,	138,750 00	470,536 67	1,366,442 97	636,178 28	1,586,959 90
Lands in Manchester,	7,500 00	—	—	—	—
29. Other property purchased (Portsmouth Bridge	—	32,000 00	32,000 00	—	{ 12,226 12 32,000 00
stock),	—	—	—	—	—
30. Total,	1,415,853 56	1,115,275 23	1,721,528 48	2,050,378 28	{ 38,889 94 3,912,688 77
31. Property in Massachusetts (including proportion of	—	—	—	—	—
equipment),	1,147,653 56	1,687,829 59	2,794,348 94	1,639,712 70	2,675,596 84

32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, . . .	\$3,562,182 60	\$9,616,376 64	\$11,186,557 97	\$16,106,538 11	\$18,637,475 33
33. Proportion for Massachusetts, . . .	8,562,182 60	7,435,455 67	8,587,498 27	14,192,653 93	17,717,148 65
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY, . .	-	-	14,582,628 98	17,550,407 99	19,558,510 15
Expenditures Charged to Property Account During the Year.					
1. Main line, extension or alteration of road, . . .	\$70,500 00	\$467,669 00	\$432,884 87	{ 1,477,218 03 244,791 60	\$80,196 66 5,275 91
2. Branches, extension or alteration of road, Lawrence, . .	13,130 00				
3. Double track extension, . . .	73,708 72	267,015 32	765,762 12	1,893,799 61	964,158 76
4. Land, . . .	162 96				
5. Land, land damages and fences charged to constr'n, . .	-	256,879 16	-	-	-
6. Pass., fr'ght and water stations and wood-sheds, . .	66,570 00	209,330 12	100,332 46	624,508 93	57,514 06
7. W-sheds and turn-tables, . . .	14,282 00	60,186 65	20,622 96	68,460 50	18,015 40
8. New snow-plows, . . .	66,181 39	205,040 61	70,034 76	134,122 90	18,058 41
9.	92,162 46	268,447 59	4,029 85	2,045 93	-
10.	66,577 32	74,964 75	37,126 83	80,579 03	411 70
11.	-	44,826 97	5,401 25	1,200 00	-
12.	-	-	180,152 46	61,109 76	1,140 34
13. Purchase of other roads, . . .	-	96,079 57 ^m	10,924 34	3,284 05	520 56
14. Subscriptions or loans to other roads, . . .	-	-	-	-	51,120 56
15. Any other expenditures charged to property acc't., . .	-	-	-	-	-
P., G. F. & C. R. R. stock, . . .	-	5,885 51	-	383,100 00	474,116 52
Wolborough R. R. stock, . . .	-	-	-	337,900 00	369,895 81
16. TOTAL, . . .	463,276 37	1,956,325 25	1,627,271 90	\$721,000 00	2,530,937 22
17. Prop'y sold and credited prop'y acc't during the year, . .	-	-	-	5,312,120 34	-
18. Net addition to property account for the year, . . .	-	-	1,546,983 90	862,150 20	2,530,937 22

¹ Included in No. 7.² Included in construction.³ Wolborough R. R.⁴ New work.⁵ Advances to other roads, and new work.⁶ Maine Central stock.⁷ Eastern Railroad in N. H. stock.⁸ Land: In Cha'st'n, \$24,355.18; in Malden, \$2,301.44; land dam. acct., \$13,877.14.⁹ In Cha'st'n, mortg'd, \$724,129; in Malden, \$2,301.44; land dam. acct., \$13,877.14.¹⁰ Eastern R. R. in N. H. stock.¹¹ Maine Central stock.¹² In Cha'st'n, mortg'd, \$724,129; in Malden, \$2,301.44; land dam. acct., \$13,877.14.¹³ Eastern R. R. in N. H. stock.¹⁴ Maine Central stock.

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.	1872.	1873.	1874.	1875.
Revenue for the Year.					
1. Receipts from local passengers on roads operated by this company,	\$1,126,091 96	\$1,179,871 74	\$1,229,090 85	\$1,625,718 29	\$1,464,998 18
2. Receipts from passengers from and to other roads over roads operated by this company,	141,092 10	146,172 00	163,853 55	146,657 82	197,082 22
4. Receipts for express,	92,962 01 ¹	44,370 05	37,442 79	72,307 96	54,184 88
5. Receipts for mails,	13,536 75	14,500 00	15,708 00	41,287 34	39,019 76
6. Total receipts from passenger department,	-	-	1,446,095 19	1,885,971 41	1,765,280 04
7. Receipts from local fr't on roads oper'd by this Co.,	358,032 86	425,203 62	411,484 98	700,026 40	717,018 49
8. Receipts from freight from and to other roads over roads operated by this company,	131,821 61	114,280 56	244,435 58	332,953 31	264,371 97
9. Receipts from freight over roads as tolls, or for use of cars of this company,	-	-	24,112 71	21,557 54	11,686 94
10. Total receipts, department,	-	-	680,033 27	1,054,537 25	993,077 40
11. Receipts as in of road and equipment, when leased,	8,000 00	8,000 00	5,600 00	31,305 92	-
12. TOTAL EARNINGS,	1,871,637 29	1,932,397 97 ²	2,131,728 46	2,971,814 58	2,766,357 44
13. Earnings per mile of road operated,	-	-	16,442 18	10,539 62	9,810 96
14. Earnings per mile of road operated, computed as single track, not including sidings,	-	-	-	9,238 93	8,749 81
15. Per train mile,	-	-	1.34	1.29	1.328
16. Proportion for Massachusetts,	-	-	1,832,963 01	1,272,828 18	1,157,555 92
17. Income from other roads,	-	-	58,455 03	-	-
18. Income from rent of property other than road and equipment,	-	41,224 86	9,268 31	10,804 99	56,253 30
19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c.),	-	-	-	-	-

Stock of P., G. F. & C. R. R.,	-	-	-	\$10,092 00	-	-	-
Stock of Portsmouth Bridge,	-	-	-	5,654 47	-	-	-
Premium on stock sold,	-	-	-	10,381 41	-	-	-
Miscellaneous,	-	-	-	4,259 60	-	-	-
Pullman Car Co.,	-	-	-	-	\$4,680 00	\$4,680 00	
20. TOTAL INCOME,	\$1,871,637 29	\$1,973,622 83	2,229,839 28	2,229,839 28	2,987,299 57	2,987,299 74	
21. Percentage of same to capital stock and debt,	-	16 85	15.	15.	18 51	14 7	
22. Percentage of same to means applied to construction, equipment, &c.,	-	16 85	20.	20.	18 55	15 17	
Expenses of Operating the Road for the Year.							
Class 1.—Maintenance of Way and Buildings (charged							
1. Repa	\$186,911 21	\$166,001 00	\$167,601 84	\$167,601 84	\$235,604 31	\$233,988 06	
2. New	51,304 15	81,820 68	5,850 00	5,850 00	7,903 76	109,304 96	
3. Steel	665 72	-	53,220 00	53,220 00	37,273 04	-	
4. Repairs of bridges,	34,884 23	32,020 19	41,692 89	41,692 89	22,106 99	59,603 38	
5. Repairs of buildings and fixtures (stations),	44,851 15	57,428 61	50,663 83	50,663 83	17,923 80	46,414 41	
6. Repairs of, and ad'ns to, machine-shops and mach'y,	-	7,320 00	11,081 07	11,081 07	7,767 14	7,552 89	
Other expenses,	-	58,377 29	-	-	-	-	
7. Repairs of fences, road crossings and signs,	1,627 19	17,059 95	19,514 16	19,514 16	19,602 43	8,400 61	
8. TOTAL,	-	-	349,623 79	349,623 79	347,581 47	465,264 31	
9. Proportion of same to passenger department,*	-	-	297,744 18	297,744 18	222,938 75	297,769 15	
10. Proportion of same to freight department,*	-	-	111,879 61	111,879 61	124,642 72	167,495 16	
11. Of the above total there was expended for other than ordinary repairs,	-	-	-	-	-	-	
Class 2.—General Traffic Expenses.							
1. Taxes, State and local,	{ 24,220 01	62,632 22	62,128 00	62,128 00	29,696 59	42,018 05	
	{ 17,273 30	13,769 88					
	{ 72,854 75						

* Express and miscellaneous.
 * This sum differs from the printed return, the sum of \$41,224, received as rent of other property, being deducted.
 * Including extra baggage in 1875, \$10,700.17.
 * Computed on gross receipts of passenger and freight departments.

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.	1872.	1873.	1874.	1875.
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	\$28,859 43	\$70,773 58	\$55,265 53	\$80,896 05	\$94,823 40
3. Insurance premiums and losses by fire, and damages for fires set by engines,	4,800 00	4,800 00	4,983 37	5,486 00	4,974 66
4. Repairs of locomotives,	95,480 58	91,553 37	94,464 32	136,336 31	150,172 60
5. Repairs of snow-plows,	-	-	-	-	613 38
6. New locomotives (charged to operating expenses),	-	-	-	-	-
7. New snow-plows (charged to operating expenses),	-	-	-	-	-
8. Removing ice and snow,	451 67	325 60	6,718 45	3,584 85	8,945 51
Other expenses,	-	7,656 82	-	-	-
9. Fuel for locomotives and cars—wood,	9,499 15	10,432 37	-	-	-
10. Fuel for locomotives and cars—coal,	139,828 59	182,693 94	279,135 31	395,006 09	288,226 43
11. Fuel for stations and shops,	-	-	-	-	5,131 22
12. Oil and waste,	14,752 70	25,565 30	15,310 37	20,513 30	24,731 47
13. Switchmen, watchmen, flag and signal men,	35,088 77	48,046 25	-	-	92,016 00
14. Telegraph expenses,	-	2,871 44	-	-	21,745 68
15. TOTAL,	-	-	518,005 35	671,520 19	738,398 40
16. Proportion belonging to passenger department,	-	-	352,243 64	430,713 05	469,374 98
17. Proportion belonging to freight department,	-	-	165,761 71	240,807 14	264,023 42
Class 3.—Passenger-Train Expenses.					
1. Repairs of passenger, mail and baggage cars,	70,600 32	92,088 61	97,521 72	125,417 09	113,179 41
3. Damages and gratuities, passenger,	15,454 23	8,990 44	68,849 02	19,316 21	13,896 86
4. Salaries, wages and incidentals of passr. department,	254,879 99	202,183 10	410,064 22	506,731 88	410,553 13
6. TOTAL,	-	-	576,434 96	651,465 18	537,629 40
Class 4.—Freight-Train Expenses.					
1. Repairs of freight cars,	42,788 31	32,042 62	36,170 84	44,683 45	82,209 19

3. Damages and gratuities, freight,	\$1,617 78	\$2,692 60	\$8,111 81	\$10,401 04	\$19,268 37
4. Salaries, wages and incidentals of freight departm't,	84,915 36	117,061 62	193,064 20	273,330 30	282,101 94
5. Paid corporations or individuals not operating roads for use of freight cars,	-	-	2,071 42	-	-
B. & M. R. R. for use of track,	3,215 04	3,214 04	3,215 04	-	-
6. TOTAL,	-	-	242,633 31	828,414 79	333,579 50
7. TOTAL EXPENSES OF OPERATING THE ROAD, EM- BRACED IN CLASSES 1, 2, 3, 4,	1,236,328 63	1,399,421 47	1,686,697 41	1,998,981 63	2,069,871 61
8. Per mile of the road operated,	10,617 73	11,077 22	13,009 62	7,089 44	7,340 85
9. Per mile of single track oper'd, not incl'd'g sidings,	-	8,446 38	10,039 86	6,214 54	6,546 87
10. Per train mile,	-	.96	1,064	.867	.938
11. Proportion for Massachusetts,	-	1,163,108 64	1,467,426 75	856,163 87	866,118 20
12. Percentage of expenses to income,	-	68.47	.75	66.91	74.82
Net Income, Dividends, &c.					
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$635,308 66	\$574,201 36	-	\$988,317 94	\$757,419 13
2. Am p'd other companies as rent for use of road,— P., S. & P. R. R., \$1,500,000 capital stock. Portsmouth & Dover R. R., stock, Wolborough R. R., \$48,600 Newburyport City R. R., \$100,000 check,	-	-	-	-	150,000 00 42,000 00 2,916 00 6,000 00
3. Net income above operat'g expenses and am't p'd for rent of roads,	-	574,201 36	543,141 87	988,317 94	\$200,916 00
4. to capital stock and debt (in- V. H.),	-	5.31	4.53	6.12	2.89
5. means applied to construction,	-	5.31	4.66	6.136	2.99
6. Paid for interest,	236,352 86	300,050 41	343,219 77	753,330 53	\$892,362 39
7. Dividends declared, amount,	364,408 00	-	297,306 00	-	-

¹ Included in No. 4, Classes 3 and 4.² And interest accrued.

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.	1872.	1873.	1874.	1875.
8. Date of last dividend declared,	—	—	—	July, 1873.	July, 1873.
9. Balance for the year,	\$34,547 80	\$274,150 95	\$97,383 90 ¹	\$234,987 41	\$335,859 26
10. Surplus at commencement of the year,	180,542 52	131,431 24	405,582 19	{ 308,198 29	227,555 22
				{ —284,015 55 ²	—164,285 98
11. TOTAL SURPLUS,	\$215,090 32	405,582 19	308,198 29	\$592,213 84	\$63,269 24
	—20,765 01	—	—	827,201 25	272,590 02
	\$194,325 31	—	—	—599,646 03 ³	—
12. Paid to sinking funds in the hands of trustees,		—	—	\$227,555 22	—
Receipts, Expenses, Net Earnings, &c., of Passenger Department.					
1. TOTAL RECEIPTS from Pass'r Department, as per "Revenue for the Year," No. 6,			\$1,446,095 19	\$1,885,971 41	\$1,765,280 04
2. Total receipts per train mile,			1.651	1.572	1.657
3. Expenses, proportion of "Maintenance of Way and Buildings, as per Class 1, No. 9,			237,744 18	222,938 75	297,769 15
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,			352,243 64	430,713 05	469,374 98
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,			576,434 96	651,465 18	537,629 40
6. TOTAL EXPENSES,			1,166,422 78	1,305,116 98	1,304,733 53
7. Total expenses per train mile,			1.330	1.088	1.225
8. NET EARNINGS,			279,672 41	580,854 43	460,506 51
9. Net earnings per train mile,			0.321	0.484	0.432
Receipts, Expenses, Net Earnings, &c., of Freight Department.					
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,			\$680,033 27	\$1,054,537 25	\$993,077 40
2. Total receipts per train mile,			1.918	0.954	1.726
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,			111,879 61	124,642 72	167,495 16
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,			165,761 71	240,807 14	264,023 42

5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	\$239,418 27	\$328,414 79	\$333,579 50
6. TOTAL EXPENSES,	517,059 59	693,864 65	765,098 08
7. Total expenses per train mile,	1.458	0.628	1.330
8. NET EARNINGS,	162,973 68	360,672 60	227,479 32
9. Net earnings per train mile,	0.460	0.326	0.396

Description of Road.		44.2 miles.	41.39 miles.	41.39 miles.	41.39 miles.	41.39 miles.
2. Length of main line of road from Boston to State line,		44.2	41.39	41.39	41.39	41.39
Length of main line of road in Massachusetts,		21.75	27.06	27.06	27.80	27.80
4. Length of double track on main line,		54.44	71.71	71.71	76.596	76.596
6. as owned by company,						
7. hes owned by company in		54.44	71.71	71.71	76.596	76.596
9. on branches,		—	5.31	5.31	6.396	6.396
10. alonging to this company,		—	113.10	113.10	117.986	117.986
11. idings and other tracks not						
12.		25.23	28.86	35.72	36.74	36.74
13. acks belonging to this com- ngle track,		25.23	28.86	35.72	36.74	36.74
14. Same in Massachusetts,		147.63	174.33	181.19	188.922	188.922
15. Total length of steel rails in tracks belonging to this company,		147.63	—	181.19	188.922	188.922
16. Total length of steel-top rails in tracks belonging to this company,		4.5	17.54	88	68	78.48
17. Number of spans of bridges of 25 feet and upwards,	1. mile.		1.3	.50	—	—
18. Number of iron bridges,	—		11	17	30	17
19. Number of wooden bridges,	—		41	54	56	56

¹ Deficit.
² See Note in printed returns for 1874.
³ Amount charged direct to profit and loss.
⁴ Total deficit.
⁵ Reverse character, etc.

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.	1872.	1873.	1874.	1875.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.					
81. Name, description and length of each,—					
Eastern R. R. in N. H., length,	16.55 miles.	16.55 miles.	16.55 miles.	15.91 miles.	15.91 miles.
P., S. & P., length,	—	52.	52.	51.	51.
P., G. F. & C., length,	—	71.	71.37	71.37	71.37
Wolfborough, length,	—	12.	12.02	12.02	12.03
Portsmouth & Dover, length,	—	—	—	10.88	10.88
Newburyport City, length,	—	—	—	2.80	2.80
Total length of the above roads,	16.55	151.55	151.94	163.98	163.98
82. Total length of the above roads in Massachusetts,	—	—	—	2.80	—
83. Total length of the above roads in New Hampshire,	16.55	99.55	99.85	107.63	107.63
Total length of the above roads in Maine,	—	52	52.09	53.55	53.55
35. Total miles of road operated by this company,	115.19	264.65	265.04	281.966	281.966
36. Total miles of road operated by this company in Massachusetts,	98.64	113.10	113.10	120.786	120.786
39. Miles of telegraph on line of road operated by this company,	—	78	332.	752.	752.
40. Miles of telegraph owned by this company,	—	—	56.	157.79	157.79

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.*		1872.		1873.		1874.		1875.	
	Total Number.	Value.	Total Number.	Value.	Total Number.	Value.	Total Number.	Value.	Total Number.	Value.
Rolling Stock.										
1.	55		73	\$770,424 20	78	\$890,485 61	95	\$964,608 51	95	\$982,668 92
5.	13		16		20	14,008 20	27	16,049 13	27	16,049 13
6.	94		133		137	562,232 88	143	642,811 91	143	643,223 61
7.	27		35	557,673 21	38	57,968 41	36	59,168 41	36	59,168 41
8.	232		319		496		550		550	
9. 4-wheel box freight cars,	93		88		86		81		81	
10. 8-wheel platform cars,	239		296	419,164 09	396		371		371	661,566 65
11. 4-wheel platform cars,	275									
12. Other cars (coal, gravel, &c.),	150		352		342		232		232	
13. Total value,	-		-		-		-		-	2,362,674 72
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	-		854		1,132		1,123		-	
15. Number of locomotives equipped with train brakes,	-		30		41		60		-	
16. Number of cars equipped with train brakes,	-		156		175		179		-	
17. Number of passenger cars with Miller Platform and Buffer,	-		-		171		179		-	

* In 1871, the cost of equipment, as stated on page 3, was: Locomotives, \$657,350.24; Snow-plows, \$8,023.35; Passenger, mail and baggage cars, \$308,226.62; Freight and other cars, \$344,199.34; Total, \$1,318,808.55.

Annual Returns of the Eastern Railroad Company for the last Five Years—Continued.

	1871.	1872.	1873.	1874.	1875.
Mileage, Traffic, &c.					
1. Miles run by passenger trains,	660,226	876,643	776,833	1,199,955	1,065,092
4. Miles run by freight trains,	226,127	354,462	259,276	631,979	575,390
7. Miles run by other trains,	266,078	355,124	367,070	473,474	442,250
8. Total train miles run,	1,152,426	1,585,229	1,403,179	2,305,408	2,082,732
9. No. of through passengers (whole length of road),	—	217,107	202,833	241,716	156,221
10. Number of passengers (over part of road),	—	5,479,244	4,797,565	5,778,274	5,229,817
11. Total number of passengers carried,	4,610,277	5,696,351	5,000,399	6,019,990	5,386,038
12. Total passenger miles carried one mile,	59,939,325	75,789,970	66,496,488	85,730,313	75,201,867
13. Passenger miles from other roads,	6,632,864	9,930,048	9,554,635	9,286,168	14,101,884
14. Number of tons carried,	365,965	586,153	424,320	669,420	661,886
15. Total freight mileage, or tons carried one mile,	10,204,890	20,651,884	12,832,483	37,086,866	35,687,333
16. Freight mileage to and from other roads,	4,777,969	12,304,672	6,793,484	18,012,840	13,738,948
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.65 cents.	2.21 cents.	2.47 cents.	2.35 cents.	2.47 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.127 "	1.65 "	1.70 "	1.58 "	1.44 "
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.901 "	.84 "	.88 "	.87 "	.88 "
22. Average rate of fare per mile for all passengers,	—	1.83 "	1.99 "	2.003 "	2.210 "
25. Average rate of freight per ton per mile on roads operated by this company,	3.507 "	3.17 "	4.20 "	3.65 "	3.01 "
26. Average rate of freight per ton per mile to and from other roads,	2.759 "	1.99 "	1.70 "	1.85 "	1.92 "
31. Number of persons regularly employed by company, including officials,	977	1,701	1,309	2,172	2,067

Classification of Business.						
PASSENGERS.						
1. Passengers coming from other States,	127,723	146,185	181,688	165,817	153,460	
2. Passengers going to other States,	93,544	117,884	126,210	123,710	101,216	
3. Passengers travelling only within this State,	3,447,410	4,736,330	5,388,453	5,283,571	4,781,681	
4. Total season-ticket passengers (round trip),	1,466,760	1,547,832	1,591,740	1,582,626	558,281	
5. Passengers to Boston (including season),	2,726,613 {	1,723,535	2,084,922	3,559,185	2,413,397	
6. Passengers from Boston (including season),		1,723,535	2,084,922			
7. Season-ticket passengers to and from Boston, (one round trip daily),	470,800	541,890	524,542	576,654	443,310	

[G .]

A N A C T

RELATING TO RECEIVERS OF RAILROAD CORPORATIONS.

Be it enacted, etc.

SECTION 1. In case of the inability to pay its debt of any corporation owning or operating a railroad or street railway, on the franchise of which no existing mortgage has been executed, the supreme judicial court, or one of the justices thereof, may, either in term time or vacation, on the application of the attorney-general, appoint one or more persons to be receivers of said railroad or railway, with power, under direction of the court, to operate and to receive and disburse all moneys belonging to the same, and to do all other acts which might be done by such insolvent corporation.

SECTION 2. Receivers appointed under the provisions of this act shall be allowed such compensation for their services as the court shall direct.

EXPENSES OF OFFICE

FOR THE YEAR ENDING DECEMBER 31, 1875.

Rent and water,	\$1,104 00
Care of office, and messenger,	254 18
Newspapers, magazines, etc.,	115 65
Postage,	115 20
Stationery,	60 58
Printing Acts, circulars, blanks, etc.,	490 03
Binding documents and periodicals,	61 80
Fuel, gas and ice,	43 25
Telegrams and express,	9 47
Advertising,	11 10
Book-case,	125 00
Report on workingmen's train,	14 85
John C. Valentine, services,	353 98
Parliamentary papers,	18 00
Copying,	4 83
Miscellaneous,	7 75
	<hr/>
	\$2,789 17

Received of railroad corporations for printing their annual reports, and paid into the treasury of Commonwealth, . \$1,640 00

BOARD OF RAILROAD COMMISSIONERS.

CHARLES F. ADAMS, Jr., Quincy,	Term expires July, 1876.
ALBERT D. BRIGGS, Springfield,	" " July, 1877.
FRANCIS M. JOHNSON, Newton,	" " July, 1878.

Clerk.—WILLIAM A. CRAFTS, Boston.

Office, No. 7 Pemberton Square, Boston.

TABULATED STATEMENT

COMPILED FROM

RAILROAD RETURNS.

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PER MILE OF ROAD OPERATED.

- 188. Repairs of Road-bed and Track.
- 189. Repairs of Cars, Harnesses, etc.
- 190. Keeping good the Stock of Horses.

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
Ashburnham,	S. Ashburnham,	Ash'm Centre, .	3.	3.	-	-	-	-	3.
Attleborough Branch (op'd by Boston & Providence), . .	E. Attleborough,	N. Attleborough,	4.	4.	-	-	1.	-	5.
Berkshire (op'd by Housatonic of (	Sheffield, Conn.,	W. Stockbridge,	22.	22.	-	-	2.	-	24.
Boston	Boston,	Albany, N. Y., .	201.650	162.350	162.350	39.300	115.690	26.560	593.530
<i>Grand Junction</i> ,	Cottage Farm, .	East Boston, .	9.300	9.300	-	-	-	-	-
<i>Newton Lower Falls</i> ,	Riverside, . . .	Lower Falls, .	1.100	1.100	-	-	-	-	-
<i>Brookline</i> ,	Beacon Street, .	Brookline, . .	1.550	1.550	-	-	-	-	-
<i>Saxonville</i> ,	Natick,	Saxonville, . .	3.700	3.700	-	-	-	-	-
<i>Millford</i> ,	S Framingham,	Millford, . . .	12.	12.	-	-	-	-	-
<i>Millbury</i> ,	Millbury Stat'n,	Millbury Village,	3.	3.	-	-	-	-	-
<i>Chatham & Hudson</i> ,	Chatham, N. Y.,	Hudson, N. Y.,	17.330	-	-	-	-	-	-
Boston, Barre & Gardner, . .	Worcester, . . .	Winchendon, .	36.400	36.400	-	-	8.250	-	89.650
Boston, Clinton & Fitchburg, {	Fitchburg, . . .	Mansfield, . .	62.656	62.656	2.	-	16.490	-	82.613
<i>Marlborough</i> ,	Pratt's Station,	Sterling Junc.,	1.467	1.467	-	-	-	-	-
Boston & Lowell,	Framingham, . .	Marlborough, .	26.750	26.750	26.750	-	21.	-	93.710
<i>Lexington & Arlington</i> , . . .	Boston,	Lowell,	9.250	9.250	-	-	-	-	-
<i>Stonham</i> ,	Medford,	Lexington, . .	2.500	2.500	-	-	-	-	-
<i>Woburn</i> ,	Woburn,	Stonham, . . .	2.	2.	-	-	-	-	-
<i>Mystic</i> ,	Winchester, . .	Woburn Centre,	2.250	2.250	-	-	-	-	-
<i>Lawrence</i> ,	Somerville, . . .	Wharves, . . .	3.210	3.210	-	-	-	-	-
Boston & Maine,	-	In Wilmington,	115.500	36.750	-	340	81.500	89.500	235.590
<i>Medford</i> ,	Boston,	Portland, Me.,	2.	2.	36.750	-	-	-	-
<i>Methuen</i> (op'd by Manches- ter & Lawrence of N. H.), . .	Malden,	Medford, . . .	3.750	3.750	1.	-	-	-	-
<i>Great Falls</i> ,	Lawrence, . . .	Methuen, . . .	2.750	-	-	-	-	-	-
	Bollinsford, N. H.,	Gt. Falls, N. H.,	-	-	-	-	-	-	-

Salmon Falls,	Salmon Falls,	S. Berwick June,	2,500	38.	-	6.	15,500	6,500	-	128,540
Boston & Providence,	Boston,	Providence, R.I.,	44.	38.	-	-	-	-	-	-
West Roxbury,	Forest Hills St'n,	Dedham,	5.	5.	-	-	-	-	-	-
Dedham,	Readville,	Dedham,	2.	2.	-	-	-	-	-	-
Stoughton,	Canton,	Stoughton,	4,040	4,040	-	-	-	-	-	-
India Point,	Seekonk,	Providence, R.I.,	7,500	3	-	-	-	-	-	-
Boston, Revere Beach & Lynn,	East Boston,	Lynn,	8,800	8,800	-	-	-	500	9,300	-
Cheshire,	S. Ashburnham,	Bellows Falls, Vt.,	53,620	10,810	-	-	3,790	10.	67,410	-
Connecticut River,	Springfield,	5.	50.	50.	-	-	20.	-	92,860	-
Chicopee Falls,	Chicopee,	5.	2,350	2,350	-	-	-	-	-	-
Easthampton,	Mt Tom Station,		3,500	3,500	-	-	-	-	-	-
Danvers (op'd by Boston & Maine),	Wakefield June,	Danvers,	9,259	9,259	-	-	-	-	9,259	-
Dorchester & Milton (included in Old Colony),	Neponset,	Mattapan,	-	-	-	-	-	-	-	-
Duxbury & Cohasset (op'd by Old Colony),	Cohasset,	Kingston,	20,810	20,810	-	-	1,310	-	22,120	-
Eastern,	Boston,	State Line,	41,390	41,390	-	-	36,740	-	188,922	-
East Boston,	Revere,	East Boston,	3,310	3,310	-	-	-	-	-	-
Saugus,	Revere,	Lynn,	9,520	9,520	-	-	-	-	-	-
Marblehead,	Salem,	Marblehead,	4.	4.	-	-	-	-	-	-
Swampscott,	Swampscott,	Marblehead,	3,800	3,800	-	-	-	-	-	-
Lawrence,	Salem,	Lawrence,	19,660	19,660	-	-	-	-	-	-
Gloucester,	Beverly,	Gloucester,	17,350	17,350	-	-	-	-	-	-
Salisbury,	Newburyport,	Salisbury,	3,750	3,750	-	-	-	-	-	-
Asbury Grove,	Hamilton Stat'n,	Asbury Grove,	1.	1.	-	-	-	-	-	-
Essex,	Wenham,	Essex,	5.	5.	-	-	-	-	-	-
Charlestown,	In Charlestown,	Wakefield,	1,086	1,086	-	-	-	-	-	-
South Reading,	Peabody,		8,120	8,120	-	-	-	-	-	-
Carried forward,	.	.	880,478	686,538	318,046	45,640	268,270	83,060	1,595,494	

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.	
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.		
<i>Brought forward,</i> . . . . .	.	.	880.478	686.538	318.046	45.640	268.270	83.060	1,595.494
Fall River, Warren & Providence (op'd by Boston & Providence),	Fall River,	Warren, R. I.,	5.794	3.662	-	-	-	-	5.794	
Fall River, ¹	Fall River,	New Bedford,	12.250	12.250	-	-	-	-	12.250	
Fitchburg,	Boston,	Fitchburg,	50.	50.	50.	-	40.410	1.370	185.780	
<i>Ice, in Charlestown,</i>	-	-	.680	.680	.680	-	-	-	-	
<i>Walmartown Branch,</i>	N. Cambridge,	Waltham,	6.600	6.600	-	-	-	-	-	
<i>Lancaster, Sterling & Marlborough,</i>	South Acton,	Marlborough,	12.420	12.420	-	-	-	-	-	
<i>Peterborough & Shirley,</i>	Ayer Junction,	Mason Village, N. H.,	23.620	14.250	-	-	-	-	-	
Framingham & Lowell (op'd by Boston, Clinton and Fitchburg),	S. Framingham,	Lowell,	26.120	26.120	-	-	4.345	-	30.465	
Grafton Centre,	Grafton Centre,	B. & A. R. R.,	3.	3.	-	-	-	-	3.	
Hanover Branch,	North Abington,	South Hanover,	8.	8.	-	-	1.	-	9.	
Holyoke & Westfield (op'd by New Haven & Northampton),	Westfield,	Holyoke,	10.320	10.320	-	-	.758	-	11.078	
Hopkinton (op'd by Providence & Worcester),	Milford,	Ashland,	11.450	11.450	-	-	.140	-	11.590	
Horn Pond Branch (op'd by Boston & Lowell),	Woburn Branch,	Horn Pond,	.663	.663	-	-	.076	-	.739	
Lancaster, ¹	-	-	-	-	-	-	-	-	-	
Lee & Hudson, ¹	Lee,	Hudson, N. Y.,	-	-	-	-	-	-	-	
Lee & New Haven, ¹	Lee,	New Haven, Ct.,	-	-	-	-	-	-	-	
Lowell & Andover (op'd by Boston & Maine),	Lowell,	Ballardvale,	8.730	8.730	-	-	2.060	-	12.150	

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
<i>Brought forward,</i>	.	.	1,329.920	1,034.326	380.134	50.890	353.569	102.960	2,217.473
New London Northern (op'd by J Gregory Smith and others, Trs. of Vermont Central R.R.),	.	.							
New York & New England,	New London, Ct.,	Miller's Falls,	100.	44.	13.250	—	4.120	9.540	113.660
<i>Dedham Branch,</i>	Boston,	Willimantic, Ct.,	85.750	51.500	—	—	17.670	3.800	173.720
<i>Southbridge Branch,</i>	Norwood,	Dedham,	2.	2.	—	—	—	—	—
<i>Woonsocket Division,</i>	E. Thompson, Ct.,	Southbridge,	17.500	12.500	—	—	—	—	—
New York, N. H. & Hartford,	Brookline,	Woonsocket,	33.750	32.750	—	—	—	—	—
<i>New Britain & Berlin (Ct.),</i>	New York,	Springfield,	123.	5.870	5.870	117.130	3.320	45.820	313.640
<i>Middleton & Berlin,</i>	Berlin Junc., Ct.,	New Britain, Ct.,	3.	—	—	—	—	—	—
<i>W. Locke & Suffield,</i>	" "	Middletown, "	10.	—	—	—	—	—	—
<i>Hartford,</i>	Windsor Locks, "	Suffield,	4.500	—	—	—	—	—	—
Norwich & Worcester (op'd by N. Y. & New England),	—	In Hartford,	1.	—	—	—	—	—	—
<i>Allyn's Point (Conn.),</i>	Worcester,	Norwich, Ct.,	59.400	17.400	—	—	4.100	9.500	80.
Old Colony,	Allyn's Pt. (Ct.),	Norwich, Ct.,	7.	—	—	—	—	—	—
<i>Middleborough & Taunton,</i>	Boston,	{Provincetown, Plymouth, Newport,	217.100	200.880	11.280	—	61.860	1.970	340.120
<i>Easton,</i>	Middleborough,	Taunton,	8.040	8.040	—	—	—	—	—
<i>Bridgewater,</i>	—	In Stoughton,	1.690	1.690	—	—	—	—	—
<i>Granite,</i>	So. Abington,	Bridgewater,	6.990	6.990	—	—	—	—	—
<i>Wood's Hole.</i>	Atlantic,	West Quincy,	3.100	3.100	—	—	—	—	—
<i>Hyannis,</i>	Cohasset Narrows,	Wood's Hole,	17.540	17.540	—	—	—	—	—
<i>Milton,</i>	Yarmouth,	Hyannis,	4.900	4.900	—	—	—	—	—
<i>Shawmut,</i>	Neponset,	Mattapan,	3.300	3.300	—	—	—	—	—
Pittsfield & North Adams (op'd by Boston & Albany),	Harrison Sq,	Milton Mills,	2.350	2.350	—	—	—	—	—
	Pittsfield,	North Adams,	18.650	18.650	—	—	1.420	—	20.07

Providence & Worcester, Worcester.	Providence, R.I., —	Worcester, In Worcester, Valley Falls,	43.410	25.510	12.750	17.900	10.500	9.500	102.060
East Providence Branch, Salem & Lowell (op'd by Boston & Lowell),	Bald Water Point,		1.	.500	—	—	—	—	—
South Reading Branch (in- cluded in Eastern),	Tewksbury Junct.,	Peabody,	16.882	16.882	—	—	2.598	—	19.480
South Shore & North-	Peabody,	Wakefield,	—	—	—	—	—	—	—
London, field (op'd by Boston	Braintree,	Cobasset,	11.550	11.550	—	—	2.760	—	14.310
Troy & Greenfield (op'd by Fitchburg)	Springfield,	Athol,	48.500	48.500	—	—	2.705	—	51.205
	Springfield,	Longmeadow,	—	—	—	—	—	—	—
	Stockbridge,	Pittsfield,	22.	22.	—	—	3.250	—	25.250
	N. Chelmsford,	Ayer,	13.160	13.160	—	—	.950	—	14.110
	Greenfield,	State Line,	44.	44.	—	—	6.100	—	56.270
	In Vermont,	—	6.170	—	—	—	—	—	—
	Fitchburg,	Greenfield,	56.	56.	—	—	11.160	1.	92.270
	Greenfield,	Turner's Falls,	2.800	2.800	—	—	—	—	—
	Miller's Falls,	Brattleboro', Vt.,	21.310	11.	—	—	—	—	—
	Palmer,	Winchendon,	49.300	49.300	—	—	4.	—	53.300
	W. Amesbury,	Newton, N. H.,	4.500	2.250	—	—	.265	.019	4.784
	W. Stockbridge,	State Line,	2.750	2.750	—	—	2.810	—	5.560
	Worcester,	Nashua, N. H.,	45.690	39.060	16.830	—	11.750	4.250	78.520
	Worcester,	Lake Quinsigamond	2.700	2.700	—	—	—	—	2.700
Total,			2,459.202	1,816.748	440.114	185.920	504.907	188.359	3,778.502*

* In process of construction.

* Not including the Springfield & New London.

Abstract prepared from the Railroad Returns for the Year 1875.

Number	RAILROADS.	CAPITAL STOCK.			11.—Net Debt.	12.—Total Stock and Debt.
		8.—Authorized by Charter.	9.—Amount Issued.	10.—Amount paid in.		
1	Boston & Albany,	\$27,325,000 00	\$20,000,000 00	\$20,000,000 00	\$7,419,331 12	\$27,419,331 12
2	Boston & Lowell,	3,380,000 00	3,250,000 00	3,250,000 00	2,369,127 61	5,619,127 61
3	Boston & Maine,	7,000,000 00	7,000,000 00	6,921,274 52	3,670,963 19	10,592,237 71
4	Boston & Providence,	4,000,000 00	4,000,000 00	4,000,000 00	1,437,492 09	5,437,492 09
5	Eastern,	8,310,000 00	4,997,600 00	4,997,600 00	14,239,598 18	19,237,198 18
6	Fitchburg,	8,000,000 00	4,000,000 00	4,000,000 00	446,374 05	4,446,374 05
7	New York & New England,	20,000,000 00	20,000,000 00	20,000,000 00	890,934 39	20,890,934 39
8	Old Colony,	7,949,980 00	6,733,800 00	6,733,800 00	5,008,895 10	11,742,695 10
	Total,	\$85,964,980 00	\$69,981,400 00	\$69,902,674 52	\$35,482,715 73	\$105,385,390 25
9	Berkshire,	\$800,000 00	\$600,000 00	\$600,000 00	—	\$600,000 00
10	Boston, Barre & Gardner,	1,200,000 00	850,500 00	867,401 73	\$413,758 64	1,281,160 37
11	Boston, Clinton & Fitchburg,	2,103,800 00	1,172,600 00	1,172,600 00	2,777,980 55	3,950,580 55
12	Cheshire,	2,250,000 00	2,153,300 00	2,153,300 00	885,287 18	3,038,587 18
13	Connecticut River,	2,370,000 00	2,100,000 00	2,100,000 00	205,053 91	2,305,053 91
14	Duxbury & Cohasset,	450,000 00	390,000 00	390,000 00	74,856 09	464,856 09
15	Fall River, Warren & Providence,	150,000 00	150,000 00	150,000 00	286,655 85	436,655 85
16	Framingham & Lowell,	1,500,000 00	511,000 00	512,096 39	931,207 45	1,443,303 84
17	Hanover Branch,	160,000 00	123,800 00	123,950 00	38,762 60	162,712 60
18	Holyoke & Westfield,	350,000 00	260,000 00	260,000 00	200,469 85	460,469 85
19	Lowell & Lawrence,	300,000 00	200,000 00	200,000 00	43,907 34	243,907 34
20	Mansfield & Framingham,	—	—	—	—	—
21	Massachusetts Central,	6,000,000 00	674,500 00	1,756,176 93	988,602 12	2,744,779 05
22	Middlesex Central,	1,000,000 00	250,000 00	250,000 00	—	250,000 00
23	Milford & Woonsocket,	250,000 00	81,700 00	82,525 00	26,087 81	108,612 81

24	Monadnock,	.	.	.	.	\$350,000 00	\$205,700 00	\$197,854 78	\$96,008 94	\$298,963 67
25	Nashua, Acton & Boston,	.	.	.	.	600,000 00	491,700 00	494,196 53	590,761 84	1,084,897 87
26	Nashua & Lowell,	.	.	.	.	800,000 00	800,000 00	800,000 00	294,585 64	1,094,535 64
27	New Bedford,	.	.	.	.	1,678,500 00	1,678,500 00	1,678,500 00	585,204 93	2,263,704 93
28	New Haven & Northampton,	.	.	.	.	5,000,000 00	2,460,000 00	2,460,000 00	2,315,051 20	4,775,051 20
29	New London Northern,	.	.	.	.	2,000,000 00	1,500,000 00	1,500,000 00	603,249 82	2,103,249 82
30	New York, New Haven & Hartford,	.	.	.	.	15,500,000 00	15,500,000 00	15,500,000 00	-	15,500,000 00
31	Norwich & Worcester,	.	.	.	.	3,025,000 00	2,604,400 00 ^a	2,604,400 00	180,752 67	2,785,152 67
32	Pittsfield & North Adams,	.	.	.	.	500,000 00	450,000 00	450,000 00	-	450,000 00
33	Providence & Worcester,	.	.	.	.	3,000,000 00	2,000,000 00	2,000,000 00	1,686,559 22	3,686,559 22
34	Salem & Lowell,	.	.	.	.	400,000 00	243,300 00	243,305 00	237,923 40	481,228 40
35	South Shore	.	.	.	.	600,000 00	500,000 00	259,685 00	224,671 44	484,356 44
36	North-Eastern,	.	.	.	.	1,000,000 00	815,900 00	816,440 00	736,589 36	1,553,029 36
37	field,	.	.	.	.	550,000 00	448,700 00	448,700 00	-	448,700 00
38	Stony Brook,	.	.	.	.	800,000 00	300,000 00	300,000 00	-	800,000 00
39	Troy & Greenfield,	.	.	.	.	-	-	-	-	-
40	Vermont & Massachusetts,	.	.	.	.	4,700,000 00	2,860,000 00	2,860,000 00	939,023 81	8,799,023 81
41	Ware River,	.	.	.	.	1,000,000 00	750,000 00	750,000 00	325,757 58	1,075,757 58
42	West Stockbridge,	.	.	.	.	75,000 00	39,600 00	39,600 00	-	39,600 00
43	Worcester & Nashua,	.	.	.	.	2,100,000 00	1,789,800 00	1,789,800 00	765,519 55	2,555,319 55
	Nineteen other roads, ^a	.	.	.	.	4,183,400 00	2,181,100 00	2,549,130 07	1,418,008 90	3,967,138 97
	Total,	.	.	.	.	\$152,210,680 00	\$117,117,500 00	\$118,262,285 90	\$53,355,052 92	\$171,617,338 82

^a Consolidated with the Boston, Clinton & Fitchburg, June 1, 1876. ^a Ashburnham, Attleborough Branch, Danvers, Fall River, Hopkinton, Horn Pond, Lancaster, Lee & Hudson, Lee & New Haven, Lowell & Andover, Newburyport, Newburyport City, North Brookfield, Springfield & New London, West Amesbury Branch, Boston, Revere Beach & Lynn, Grafton Centre, Martha's Vineyard and Worcester & Shrewsbury. ^a Not including \$412,000 issued as collateral security.

NOTE.—No return received from the Lancaster; figures furnished by the assignees.

Abstract of Railroad Returns—Continued.

LINE	RAILROADS.	12.—Earnings applied to Perma- nent Investment.	PERMANENT INVESTMENT.			17.—Total.	18.—Proportion for Mass.
			14.—Road.	15.—Equipment.	16.—Other Property.		
1	Boston & Albany,	\$2,224,512 87	\$24,139,911 52	\$4,453,045 78	\$1,050,886 69	\$29,643,843 99	\$22,918,968 09
2	Boston & Lowell,	129,027 54	4,531,940 51	405,442 02	810,772 62	5,748,155 15	5,748,155 15
3	Boston & Maine,	1,050,289 18	9,442,550 45	1,437,778 72	762,197 72	11,642,526 89	3,911,520 86
4	Boston & Providence,	230,300 75	3,792,600 00	207,400 00	1,667,792 84	5,667,792 84	4,716,212 43
5	Eastern,	—	12,362,111 84	2,362,674 72	3,912,688 77	18,637,475 33	17,717,148 65
6	Fitchburg,	272,599 55	3,996,643 10	410,000 00	312,330 50	4,718,973 60	4,718,973 60
7	New York & New England,	438. 90	20,371,373 29	520,000 00	—	20,891,373 29	7,904,303 53
8	Old Colony,	443,164 60	9,675,663 64	1,192,725 19	1,317,470 87	12,185,859 70	11,440,021 01
	Total,	\$4,350,333 39	\$88,312,794 35	\$10,989,066 43	\$9,834,140 01	\$109,136,000 79	\$79,075,303 32
9	Berkshire,	\$6,000 00	\$600,000 00	—	\$6,000 00	\$606,000 00	\$606,000 00
10	Boston, Barre & Gardner,	—	1,123,454 16	\$153,361 99	—	1,276,816 15	1,276,816 15
11	Boston, Clinton & Fitchburg,	—	2,288,759 15	1,461,278 64	240,916 07	3,990,953 86	3,990,953 86
12	Cheshire,	—	2,362,707 22	326,599 84	160,000 00	2,849,307 06	574,432 59
13	Connecticut River,	466,871 71	2,317,504 73	241,938 89	212,482 00	2,771,925 62	2,771,925 62
14	Duxbury & Cohasset,	—	455,350 85	—	—	455,350 85	455,350 85
15	Fall River, Warren & Prov.,	—	332,506 70	—	—	332,506 70	252,646 18
16	Framingham & Lowell,	—	1,174,466 80	—	—	1,174,466 80	1,174,466 80
17	Hanover Branch,	92,676 75	194,826 66	60,562 69	—	255,389 35	255,389 35
18	Holyoke & Westfield,	1,799 04	462,268 89	—	—	462,268 89	462,268 89
19	Lowell & Lawrence,	119,250 78	332,882 84	30,275 28	—	363,158 12	363,158 12
20	Mansfield & Framingham,	—	—	—	—	—	—
21	Massachusetts Central,	7,782 04	2,752,561 09	—	—	2,752,561 09	2,752,561 09
22	Middlesex Central,	—	249,970 58	—	—	249,970 58	249,970 58
23	Milford & Woonsocket,	7,584 29	116,197 10	—	—	116,197 10	116,197 10

24	Monadnock,	\$73,086 80	\$367,050 47	—	\$367,050 47	\$47,344 88
25	Nashua, Acton & Boston,	—	914,872 45	\$128,608 60	1,043,481 05	798,230 10
26	Nashua & Lowell,	15,162 68	921,059 25	188,639 07	1,109,698 32	707,911 01
27	New Bedford,	34,069 59	1,823,270 42	—	2,297,774 52	2,297,774 52
28	New Haven & Northampton,	—	3,187,672 77	796,515 66	4,720,806 07	1,555,324 65
29	New London Northern,	69,519 90	1,899,227 12	198,542 60	2,172,769 72	956,018 67
30	N. Y., New Haven & Hartford,	193,048 80	12,889,584 40	2,114,501 42	15,693,048 80	661,746 61
31	Norwich & Worcester,	730,884 57	2,463,982 64	149,711 57	3,516,037 24	921,371 23
32	Pittsfield & North Adams,	—	438,752 57	11,247 43	450,000 00	450,000 00
33	Providence & Worcester,	—	2,676,674 50	833,413 35	3,579,402 81	1,641,097 90
34	Salem & Lowell,	240 44	398,925 45	82,543 39	481,468 84	481,468 84
35	South Shore,	142,236 52	462,166 62	39,426 34	626,592 96	626,592 96
36	Springfield, Athol & N. Eastern,	—	1,352,395 44	63,329 18	1,495,524 62	1,495,524 62
37	Stockbridge & Pittsfield,	2,550 00	448,700 00	—	451,250 00	451,250 00
38	Stony Brook,	93 57	300,093 57	—	300,093 57	300,093 57
39	Troy & Greenfield,	—	—	—	—	—
40	Vermont & Massachusetts,	—	3,288,328 01	261,233 64	3,780,504 96	3,293,961 38
41	Ware River,	25,449 09	1,101,206 67	—	1,101,206 67	1,101,206 67
42	West Stockbridge,	—	39,600 00	—	39,600 00	39,600 00
43	Worcester & Nashua,	207,165 80	2,067,054 13	405,086 03	2,762,485 35	2,361,625 41
	Nineteen other roads,	32,903 06	3,730,248 27	97,578 00	3,851,595 18	3,789,382 20
	Total,	\$6,578,708 82	\$143,847,115 87	\$18,633,460 04	\$176,633,264 11	\$118,354,965 72

Abstract prepared from Railroad Returns—Continued.

Number	RAILROADS.	RECEIPTS.				
		19.—Passengers.	20.—Express.	21.—Mails.	22.—Income Freight Department.	
					23.—Miscellaneous.	
1	Boston & Albany.	\$2,972,454 65	\$207,949 53	\$115,040 50	\$4,328,130 74	\$315,527 33 ⁵
2	Boston & Lowell,	549,924 70	22,925 96	8,933 78	572,064 68	55,729 05 ⁹
3	Boston & Maine, .	1,371,878 67	61,163 84	19,924 47	809,680 38	115,092 82 ⁷
4	Boston & Providence, .	897,404 03	31,731 54	6,711 79	619,180 69	26,230 26
5	Eastern,	1,662,075 40	64,184 88 ⁴	39,019 76	993,077 40	60,933 30
6	Fitchburg,	696,066 76	30,926 81	31,125 66	909,629 18	52,776 30 ⁸
7	New York & New England,	414,903 64	36,800 90	11,212 38	447,261 47	5,701 74
8	Old Colony,	1,372,607 10	68,202 71 ⁴	41,602 19	741,479 69	104,241 58 ⁹
	Total,	\$9,937,314 95	\$523,886 17	\$273,570 53	\$9,420,504 23	\$736,232 38
9	Berkshire,	—	—	—	—	\$609 48
10	Boston, Barre & Gardner, .	\$75,846 50	\$5,880 47	\$4,373 50	\$64,550 21	1,106 89
11	Boston, Clinton & Fitchburg,	466,448 17	20,487 25	13,477 35	597,742 23	21,362 49
12	Cheshire,	180,619 91	8,676 91	10,240 00	437,951 10	2,108 00
13	Connecticut River,	320,743 84	13,019 79	11,419 51	292,033 92	39,871 04
14	Duxbury & Cohasset,	33,022 08	1,119 66	955 16	6,924 88	—
15	Fall River, Warren & Providence,	34,910 22	1,099 92	—	—	978 72
16	Framingham & Lowell,	—	—	—	—	—
17	Hanover Branch,	15,709 48	4,674 35	150 00	13,878 91	—
18	Holyoke & Westfield,	—	—	—	—	—
19	Lowell & Lawrence,	—	—	—	—	6 00
20	Mansfield & Framingham, ¹ .	—	—	—	—	—
21	Massachusetts Central,	—	—	—	—	2,645 96
22	Middlesex Central,	—	—	—	—	—
23	Milford & Woonsocket,	—	—	—	—	—

24	Monadnock,	.	.	.	.	.	.	\$18,627 27	\$548 46	—	\$713 76	\$19,238 95	\$2,415 65
25	Nashua, Acton & Boston,	.	.	.	.	.	.	247,067 62	10,300 07	—	4,013 72	257,014 57	146 96
26	Nashua & Lowell,	.	.	.	.	.	.	—	—	—	—	—	—
27	New Bedford,	.	.	.	.	.	.	145,501 26	10,800 00	—	17,992 88	418,407 49	—
28	New Haven & Northampton,	.	.	.	.	.	.	—	—	—	—	—	—
29	New London Northern,	.	.	.	.	.	.	—	—	—	—	—	475 00
30	New York, New Haven & Hartford,	.	.	.	.	.	.	2,865,173 58	152,903 28	—	90,538 44	1,431,498 25	59,409 90
31	Norwich & Worcester,	.	.	.	.	.	.	247,189 12	20,433 03	—	5,100 00	424,193 86	21,390 92
32	Pittsfield & North Adams,	.	.	.	.	.	.	—	—	—	—	—	—
33	Providence & Worcester,	.	.	.	.	.	.	377,934 41	12,985 11	—	5,308 15	494,432 65	3,819 23
34	Salem & Lowell,	.	.	.	.	.	.	—	—	—	—	—	—
35	South Shore,	.	.	.	.	.	.	72,030 11	2,251 04	—	1,377 27	16,090 44	611 59
36	Springsfield Athol & North-Eastern,	.	.	.	.	.	.	38,636 48	1,190 69	—	2,998 86	52,046 14	2,517 30
37	.	.	.	.	.	.	.	—	—	—	—	—	238 00
38	.	.	.	.	.	.	.	—	—	—	—	—	918 59
39	.	.	.	.	.	.	.	7,283 48	206 42	—	—	8,361 05	—
40	.	.	.	.	.	.	.	—	—	—	—	—	—
41	.	.	.	.	.	.	.	—	—	—	—	—	1,349 17
42	.	.	.	.	.	.	.	—	—	—	—	—	61 86
43	Nineteen other roads, ¹	.	.	.	.	.	.	179,340 59	9,800 00	—	4,950 76	267,278 06	53,040 12 ²
		.	.	.	.	.	.	54,192 42	452 96	—	272 93	2,888 70	3,610 87 ³
	Total,	.	.	.	.	.	.	\$15,312,591 49	\$800,715 68	\$447,452 84	\$14,225,535 14	\$954,926 17	

¹ For eight months up to the 1st of June, 1875.² From July 1 to Sept. 30, 1875.³ Nine of these roads had no income.⁴ Including extra baggage.⁵ Including premium on bonds and stock, \$77,734.38.⁶ Including \$20,000, premium on bonds.⁷ Including \$45,985, premium on bonds.⁸ Including \$23,837.50, premium on stock.⁹ Including \$41,659.37, premium on stock and bonds.¹⁰ Including \$20,000, premium on bonds.¹¹ Including \$145, premium on stock of Attleborough Branch.

Abstract prepared from the Railroad Returns.—Continued.

Number.	RAILROADS.	24.—Rents for use of Road and Equipment.	25.—Total Income.	EXPENSES.			
				Maintenance of Ways and Buildings.		General Traffic.	
				26.—Passengers.	27.—Freight.	28.—Passengers.	29.—Freight.
1	Boston & Albany,	\$10,564 56	\$7,949,667 31	\$518,018 97	\$680,349 42	\$890,108 54	\$1,169,039 84
2	Boston & Lowell,	—	1,209,578 17	156,854 59	154,234 05	169,220 88	166,393 74
3	Boston & Maine,	11,000 00	2,388,740 18	247,075 19	137,685 34	395,468 70	220,380 56
4	Boston & Providence,	—	1,581,258 31	199,494 49	131,990 68	212,936 61	140,884 34
5	Eastern,	8,000 00	2,827,290 74	297,769 15	167,495 16	469,374 98	264,023 42
6	Fitchburg,	—	1,720,524 71	181,378 55	217,627 02	214,892 10	257,838 25
7	New York & New England,	—	915,880 13	124,509 55	120,298 75	122,511 28	118,368 05
8	Old Colony,	—	2,328,133 27	296,522 83	148,316 17	367,654 18	183,882 25
	Total,	\$29,564 56	\$20,921,072 82	\$2,021,623 32	\$1,757,996 59	\$2,842,167 27	\$2,520,810 45
9	Berkshire,	\$42,000 00	\$42,609 48	—	—	—	—
10	Boston, Barre & Gardner,	—	151,757 57	\$11,405 70	\$8,550 94	\$19,386 61	\$14,534 29
11	Boston, Clinton & Fitchburg,	—	1,119,517 49	69,226 59	82,691 05	138,584 41	165,538 84
12	Cheshire,	18,776 78	658,372 70	48,614 52	106,701 03	82,860 85	181,866 19
13	Connecticut River,	—	677,088 10	49,749 44	42,089 32	87,078 95	73,671 05
14	Duxbury & Cohasset,	—	42,021 78	14,140 00	2,789 93	10,404 33	2,052 85
15	Fall River, Warren & Providence,	—	36,988 86	7,618 55	—	8,916 04	—
16	Framingham & Lowell,	32,540 61	32,540 61	—	—	—	—
17	Hanover Branch,	—	34,412 74	4,174 80	2,821 77	4,262 96	2,881 36
18	Holyoke & Westfield,	16,263 64	16,263 64	—	—	—	—
19	Lowell & Lawrence,	21,780 00	21,786 00	—	—	—	—
20	Mansfield & Framingham,	29,079 29	29,079 29	—	—	—	—
21	Massachusetts Central,	—	2,645 96	—	—	—	—
22	Middlesex Central,	15,000 00	15,000 00	—	—	—	—

23	Millford & Woonsocket,	\$3,480 00	\$3,480 00	-	-	-	-	-
24	Monadnock, . . .	11,000 00	13,415 65	-	-	-	-	-
25	Nashua, Acton & Boston,	-	84,275 42	\$4,391 63	\$5,674 51	\$8,782 01	\$11,347 38	-
26	Nashua & Lowell, . .	-	518,995 98	74,076 07	72,837 53	80,526 98	79,180 67	-
27	New Bedford, . . .	174,927 67	174,927 67	-	-	-	-	-
28	New Haven & Northampton,	2,462 71	595,164 34	31,270 77	75,068 07	89,595 84	95,053 11	-
29	New London Northern, .	151,500 00	151,975 00	-	-	-	-	-
30	New York, New Haven & Hartford,	-	4,599,523 45	318,523 40	146,678 20	617,310 00	284,267 47	-
31	Norwich & Worcester, . .	11,133 78	729,440 21	36,594 76	56,919 67	48,991 01	76,200 86	-
32	Pittsfield & North Adams,	27,000 00	27,000 00	-	-	-	-	-
33	Providence & Worcester,	-	894,479 60	67,268 93	88,941 53	94,349 42	117,733 89	-
34	Salem & Lowell, . . .	17,500 00	17,500 00	-	-	-	-	-
35	. . .	-	92,360 45	9,943 54	2,114 72	31,209 80	6,637 45	-
36	. . .	-	97,389 47	5,853 78	7,114 06	13,678 61	16,617 31	-
37	. . .	31,409 00	31,647 00	-	-	-	-	-
38	. . .	18,300 00	19,218 59	-	-	-	-	-
39	. . .	-	16,350 95	-	-	-	-	-
40	. . .	117,400 00	117,400 00	-	-	-	-	-
41	. . .	39,375 00	40,724 17	-	-	-	-	-
42	. . .	1,852 42	1,914 28	-	-	-	-	-
43	Worcester & Nashua, . .	-	514,409 53	29,144 39	40,133 95	62,922 21	86,648 50	-
	Nineteen other roads, . .	35,919 00	97,336 88	2,919 45	274 83	19,254 87	1,555 90	-
	Total, . . .	\$848,264 46	\$32,589,485 68	\$2,806,538 64	\$2,494,397 20	\$4,210,276 07	\$3,736,597 57	-

Abstract prepared from the Railroad Returns—Continued.

	RAILROADS.	EXPENSES.					35.—Net Income.	36.—Interest paid.
		30.—Passenger Train Expense.	31.—Freight Train Expense.	32.—Rent paid Leased Road.	33.—Other Expenses.	34.—Total Expenses.		
1	Boston & Albany,	\$857,678 59	\$1,256,707 52	\$68,250 00	—	\$5,440,152 88	\$2,509,514 43	\$435,757 71
2	Boston & Lowell,	133,884 31	219,502 86	63,685 55	\$14,781 18	1,078,557 16	131,021 01	163,768 39
3	Boston & Maine,	336,707 33	257,669 65	52,575 00	—	1,647,561 77	741,178 41	258,199 93
4	Boston & Providence,	229,908 87	218,806 90	—	—	1,134,021 89	447,236 42	82,454 22
5	Eastern,	537,629 40	333,579 50	200,916 00	—	2,270,787 61	556,503 13	892,362 39
6	Fitchburg,	188,504 57	266,261 07	87,884 50	—	1,414,386 06	306,138 65	18,314 64
7	New York & New England,	155,559 21	125,373 27	12,153 16	—	778,773 27	137,106 86	97,631 42
8	Old Colony,	346,271 58	211,097 39	—	—	1,553,744 40	774,388 87	259,063 84
	Total,	\$2,786,143 86	\$2,888,998 16	\$485,464 21	\$14,781 18	\$15,317,985 04	\$5,603,087 78	\$2,207,552 54
9	Berkshire,	—	—	—	\$7,514 95	\$7,514 95	\$35,094 53	—
10	Boston, Barre & Gardner,	\$23,173 41	\$28,244 42	\$16,400 00	—	121,695 37	30,062 20	\$26,894 63
11	Boston, Clinton & Fitchburg,	110,124 21	152,149 65	234,685 11	—	952,999 86	166,517 63	114,653 57
12	Cheshire,	41,940 13	119,462 12	54,000 00	—	635,444 84	22,927 86	47,789 75
13	Connecticut River,	73,895 06	93,195 83	—	—	419,679 65	257,408 45	39,896 24
14	Duxbury & Cohasset,	13,122 56	3,234 21	—	—	45,743 88	43,722 10	4,685 62
15	Fall River, Warren & Prov.,	17,147 72	—	—	—	33,682 31	3,306 55	1,856 32
16	Framingham & Lowell,	—	—	—	2,112 53	2,112 53	30,428 08	67,151 03
17	Hanover Branch,	4,645 07	3,834 67	—	—	22,620 63	11,792 11	3,290 92
18	Holyoke & Westfield,	—	—	—	369 83	369 83	15,893 81	14,193 71
19	Lowell & Lawrence,	—	—	—	2,320 69	2,320 69	19,465 31	2,832 00
20	Mansfield & Framingham,	—	—	—	4,422 02	4,422 02	24,657 27	20,846 61
21	Massachusetts Central,	—	—	—	—	—	2,645 96	—
22	Middlesex Central,	—	—	—	2,362 94	2,362 94	12,637 06	—

23	Milford & Woonsocket,	-	-	-	\$616 78	\$616 78	\$2,863 22	\$2,838 90
24	Monadnock,	-	-	-	-	-	13,415 65	7,594 44
25	Nashua, Acton & Boston,	\$6,787 48	\$7,162 64	\$3,600 00	-	47,745 60	\$13,470 18	10,251 44
26	Nashua & Lowell,	65,975 17	89,336 95	78,263 70	-	540,185 07	\$21,789 09	12,063 48
27	New Bedford,	-	-	-	1,213 30	1,213 30	173,714 37	89,434 37
28	New Haven & Northampton,	45,696 29	112,566 45	16,263 64	-	415,514 17	179,650 17	157,426 17
29	New London & Northern,	-	-	-	3,341 72	3,341 72	148,633 28	18,512 68
30	N. Y., N. Haven & Hartford,	764,169 07	596,449 82	-	-	2,727,397 96	1,872,125 49	172,195 00
31	Norwich & Worcester,	65,059 52	150,676 46	-	-	434,442 28	294,997 93	11,239 65
32	Pittsfield & North Adams,	-	-	-	-	-	27,000 00	-
33	Providence & Worcester,	90,136 60	199,790 59	10,980 00	-	664,200 96	230,278 64	30,000 00
34	Salem & Lowell,	-	-	-	1,062 52	1,062 52	16,437 46	13,614 00
35	South Shore,	19,282 26	6,038 22	-	-	75,225 99	17,134 46	18,088 91
36	Springfield, Athol & North- Eastern,	7,335 97	8,787 11	7,941 93	-	67,923 07	29,466 40	50,153 29
37	Stockbridge & Pittsfield,	-	-	-	5,438 20	5,438 20	26,208 80	79 57
38	Stony Brook,	-	-	-	287 25	287 25	18,931 34	-
39	Troy &	-	-	-	11,590 14	11,590 14	4,760 81	-
40	Vermont,	-	-	-	3,000 00	3,000 00	114,400 00	-
41	Ware &	-	-	-	-	-	40,724 17	-
42	West &	-	-	-	348 35	348 35	1,565 93	-
43	Worcester & Nashua,	47,971 86	69,258 30	-	-	336,079 21	178,330 32	31,438 87
	Nineteen other roads,	12,344 00	498 92	-	1,419 94	98,267 41	59,069 47	26,288 74
	Total,	\$4,195,549 59	\$4,529,684 52	\$907,588 59	\$62,202 34	\$22,942,834 52	\$9,646,651 16	\$3,152,862 45

Abstract prepared from the Railroad Returns—Continued.

Number	RAILROADS.	DIVIDENDS.		SURPLUS OR DEFICIT.				43.—Taxes paid.
		37.—Amount.	38.—Per cent.	39.—This Year.*	40.—Total Sept. 30, 1875.	41.—Total Sept. 30, 1874.	42.—Gain or Loss.†	
1	Boston & Albany, . . .	\$2,000,000 00	10.	\$73,756 72	\$3,633,588 19	\$3,559,831 47	\$73,756 72	\$404,305 84
2	Boston & Lowell, . . .	—	—	d32,747 38	296,245 71	418,791 69	d122,545 98	44,336 22
3	Boston & Maine, . . .	560,000 00	8.	d77,021 52	1,294,803 77	1,372,589 41	d77,785 64	99,840 20
4	Boston & Providence, . . .	360,000 00	9.	4,782 20	459,178 02	464,277 82	d5,099 80	83,218 22
5	Eastern, . . .	—	—	d335,859 26	d272,590 02	227,555 22	d500,145 24	42,018 05
6	Fitchburg, . . .	320,000 00	8.	d32,175 99	524,502 38	556,678 37	d32,175 99	102,965 91
7	New York & New England, . . .	—	—	39,475 44	39,475 44	—	39,475 44	7,171 96
8	Old Colony, . . .	467,092 50	7.	48,232 53	734,596 19	699,124 69	35,471 50	110,609 01
	Total, . . .	\$3,707,092 50	5.56	d\$311,557 26	\$6,709,799 68	\$7,298,848 67	d\$589,048 99	\$894,465 41
9	Berkshire, . . .	\$35,020 50	5.83	\$74 03	\$6,367 62	\$293 59	\$6,074 03	\$6,979 50
10	Boston, Barre & Gardner, . . .	—	—	3,167 57	16,960 26	7,223 19	9,737 07	1,308 11
11	Boston, Clinton & Fitchburg, . . .	46,689 00	3.97 ¹	5,175 06	296,260 23	172,581 60	123,678 63 ²	25,696 18
12	Cheshire, . . .	84,000 00	4.	d108,861 89	15,610 42	124,472 31	d108,861 89	24,118 72
13	Connecticut River, . . .	189,000 00	9.	28,512 21	546,551 62	518,039 41	28,512 21	45,298 55
14	Duxbury & Cohasset, . . .	—	—	d8,407 72	d9,505 24	d3,684 02	d5,871 22	—
15	Fall River, Warren & Prov., . . .	—	—	1,450 23	d104,149 15	d105,599 38	1,450 23	384 12
16	Framingham & Lowell, . . .	—	—	d36,722 95	d86,775 04	d50,052 09	d36,722 95	916 36
17	Hanover Branch, . . .	3,714 00	6.	4,787 19	92,676 75	87,889 56	4,787 19	896 61
18	Holyoke & Westfield, . . .	—	—	1,700 10	1,799 04	98 94	1,700 10	315 33
19	Lowell & Lawrence, . . .	12,000 00	6.	4,633 31	119,250 78	114,617 47	4,633 31	2,215 21
20	Mansfield & Framingham, . . .	—	—	3,810 66	12,285 70	8,475 04	3,810 66	1,011 57
21	Massachusetts Central, . . .	—	—	2,645 96	7,781 04	5,135 08	2,645 96	—
22	Middlesex Central, . . .	—	—	12,637 06	20,140 06	7,503 00	12,637 06	—

23	Milford & Woonsocket, .	-	\$24 32	\$7,584 29	\$7,559 97	\$24 32	\$519 78
24	Monadnock, .	-	5,821 21	73,086 80	1,864 75	71,222 05 ³	-
25	Nashua, Acton & Boston, .	-	d23,721 62	d41,416 82	d17,695 20	d23,721 62	22 54
26	Nashua & Lowell, .	-	d33,852 57	89,139 01	187,362 85	d98,223 84	-
27	New Bedford, .	8.	-	34,069 59	37,169 43	d3,099 84	-
28	New Haven & Northampton, .	-	22,224 00	3,618 88	d3,600 98	7,219 86	25,280 96
29	New London Northern, .	8.	10,120 60	69,519 90	69,717 20	d197 30	20,377 19
30	N. Y., New Haven & Hartford, .	10.	149,930 49	2,002,773 23	1,790,083 74	212,689 49	223 643 25
31	Norwich & Worcester, .	10.	23,978 28	822,795 08	798,816 80	23,978 28	2,100 70
32	Pittsfield & North Adams, .	6.	-	-	-	-	-
33	Providence & Worcester, .	10.	278 64	70,204 62	69,925 98	278 64	41,262 55
34	Salem & Lowell, .	1.	390 48	240 44	d150 04	390 48	962 13
35	South Shore, .	-	d954 45	146,668 52	147,622 97	d954 45	1,751 19
36	Springfield, Athol & North- Eastern, .	-	d20,686 89	d56,928 27	d36,241 38	d20,686 89	-
37	Stockbridge & Pittsfield, .	5.82	19 30	2,606 96	2,587 66	19 30	5,219 50
38	Stony Brook, .	6.	931 34	4,687 53	3,756 19	931 34	-
39	Troy & Greenfield, .	-	4,760 81	4,760 81	-	4,760 81	-
40	Vermont & Massachusetts, .	4.	-	37,305 47	37,305 47	-	-
41	Ware River, .	5.25	1,349 17	25,449 09	24,099 92	1,349 17	-
42	West Stockbridge, .	3.75	80 93	1,074 26	1,043 33	30 93	327 10
43	Worcester & Nashua, .	8.50	d5,241 55	28,213 76	285,455 31	d5,241 55	31,320 19
	Nineteen other roads, .	-	21,621 73	39,001 33	20,344 06	18,657 27	890 82
	Total, .	5.97	d\$239,882 22	\$11,261,508 25	\$11,612,920 40	d\$351,412 15	\$1,357,283 57

NOTE.—Where surplus or deficit for the year, in column 39, varies from column 42, the variation is caused by entering gains direct to the credit of profit and loss account, or by charging outgoes or expenses direct to this account, such entries not appearing in the returns. The amounts prefixed by a d are deficits, and are deducted from the total footing.

* Surplus or deficit for the year 1875, as per Return.

† Surplus or deficit for the year 1875, as shown by comparison of balance sheets of 1874 and 1875.

‡ Six per cent. on guaranteed stock and preferred stock.

§ Surplus derived from gratuities, and not from earnings.

§ Acquired by exchange of common for preferred stock, \$163,080.

Abstract prepared from the Railroad Returns—Continued.

Number.	RAILROADS.	42.—Per cent. of Net In- come to Per- manent In- vestment.	MILES RUN.				PASSENGER MILEAGE.	
			45.—Passen- ger Trains.	46.—Freight Trains.	47.—Other Trains.	48.—Total.	49.—Whole.	50.—To and from other Roads.
1	Boston & Albany,	8.46	1,387,240	3,438,576	83,400	4,909,216	119,720,916	48,935,783
2	Boston & Lowell,	2.20	498,195	414,229	—	912,424	26,096,711	5,174,140
3	Boston & Maine,	6.36	1,033,924	497,909	44,742	1,576,575	65,423,484	9,858,272
4	Boston & Providence,	7.89	511,783	288,486	—	800,269	38,743,664	8,416,154
5	Eastern,	2.99	1,065,092	575,390	442,250	2,082,732	75,201,867	14,101,884
6	Fitchburg,	6.49	538,687	429,345	29,061	997,093	31,992,341	5,292,996
7	New York & New England,	.66	446,541	195,907	17,608	660,056	18,607,127	7,503,052
8	Old Colony,	6.35	922,510	415,734	49,237	1,387,481	61,295,520	14,140,937
	Total,	5.29	6,403,972	6,255,576	666,298	13,325,846	437,081,630	113,423,218
9	Berkshire, ¹	5.79	—	—	—	—	—	—
10	Boston, Barre & Gardner,	2.35	115,228	33,160	5,000	153,388	2,359,381	673,695
11	Boston, Clinton & Fitchburg,	4.17	423,382	431,211	8,495	863,088	16,908,600	8,870,700
12	Cheshire,	8.05	143,215	471,475	18,587	633,277	5,250,743	3,692,678
13	Connecticut River,	9.29	202,704	126,848	—	329,552	11,667,636	4,026,940
14	Duxbury & Cohasset,	—	35,497	6,806	—	42,303	990,941	889,395
15	Fall River, Warren & Providence,	.99	13,146	—	—	13,146	547,800	—
16	Framingham & Lowell,	2.22	—	—	—	—	—	—
17	Hanover Branch,	4.62	20,861	—	—	20,861	316,284	214,860
18	Holyoke & Westfield,	3.44	—	—	—	—	—	—
19	Lowell & Lawrence,	5.35	—	—	—	—	—	—
20	Mansfield & Framingham,	2.80	—	—	—	—	—	—
21	Massachusetts Central,	—	—	—	—	—	—	—
22	Middlesex Central,	5.06	—	—	—	—	—	—

Abstract prepared from the Railroad Returns—Continued.

Number	RAILROADS.	FREIGHT MILEAGE.		PASSENGERS.				
		51.—Whole.	52.—To and from other Roads.	53.—Number Carried.	54.—Coming from other States.	55.—Going to other States.	56.—Traveling within this State only.	57.—Season Ticket.
1	Boston & Albany,	282,309,789	196,027,789	5,964,477	86,238	92,075	5,786,164	1,321,061
2	Boston & Lowell,	14,180,560	6,454,413	2,081,573	106,587	105,476	1,869,510	334,608
3	Boston & Maine,	25,410,756	4,523,945	4,906,779	186,233	181,597	4,064,570	556,741
4	Boston & Providence,	18,449,599	11,423,822	3,524,377	277,954	302,750	2,857,766	662,763
5	Eastern,	35,687,333	13,738,948	5,386,038	153,460	101,216	4,781,681	558,281
6	Fitchburg,	22,031,844	13,466,810	2,536,566	5,273	6,114	2,525,179	293,173
7	New York & New England,	9,304,650	5,707,874	1,736,798	82,018	85,674	1,573,563	265,486
8	Old Colony,	18,371,231	5,801,224	4,286,720	84,326	85,480	4,108,597	494,983
	Total,	425,745,762	257,144,825	30,423,328	982,089	960,382	27,567,030	4,487,096
9	Berkshire, ¹	—	—	—	—	—	—	—
10	Boston, Barre & Gardner,	1,534,063	878,006	140,832	10,868	8,234	121,370	12,957
11	Boston, Clinton & Fitchburg,	21,128,062	11,888,672	905,160	—	—	905,160	104,885
12	Cheshire,	23,082,087	22,485,694	161,892	42,401	39,515	27,753	1,450
13	Connecticut River,	7,357,921	6,443,915	1,050,846	33,649	32,783	984,414	82,152
14	Duxbury & Cohasset,	90,205	88,737	121,912	—	—	121,912	8,495
15	Fall River, Warren & Providence,	—	—	94,546	33,584	60,962	—	—
16	Framingham & Lowell,	—	—	—	—	—	—	—
17	Hanover Branch,	67,280	50,460	79,071	—	—	79,071	9,260
18	Holyoke & Westfield,	—	—	—	—	—	—	—
19	Lowell & Lawrence,	—	—	—	—	—	—	—
20	Mansfield & Framingham,	—	—	—	—	—	—	—
21	Massachusetts Central,	—	—	—	—	—	—	—
22	Middlesex Central,	—	—	—	—	—	—	—

23	Milford & Woonsocket,	—	—	—	—	—	—	—	—
24	Monadnock,	—	—	—	—	—	—	—	—
25	Nashua, Acton & Boston,	742,875	523,080	29,674	12,080	10,261	7,333	—	—
26	Nashua & Lowell,	6,370,976	3,798,430	935,200	47,887	47,387	839,925	—	—
27	New Bedford,	—	—	—	—	—	—	—	150,330
28	New Haven & Northampton,	10,101,674	2,553,133	333,163	14,399	15,140	151,051	—	—
29	New London Northern,	9,237,318	6,843,082	286,971	—	—	—	—	—
30	New York, New Haven & Hartford,	34,936,946	257,276	4,034,239	237,112	231,446	11,498	—	490,651
31	Norwich & Worcester,	9,480,923	4,480,624	876,240	46,473	54,189	96,124	—	175
32	Pittsfield & North Adams,	—	—	—	—	—	—	—	—
33	Providence & Worcester,	14,283,114	5,897,286	1,692,143	108,586	113,764	267,948	—	99,528
34	Salem & Lowell,	—	—	—	—	—	—	—	—
35	South Shore,	223,585	220,438	526,457	—	—	526,457	—	78,739
36	Springfield, Athol & North-Eastern,	1,029,498	694,726	85,692	—	—	85,692	—	7,316
37	Stockbridge & Pittsfield,	—	—	—	—	—	—	—	—
38	Stony Brook,	—	—	—	—	—	—	—	—
39	Troy & Greenfield,	—	—	—	—	—	—	—	—
40	Vermont & Massachusetts,	—	—	—	—	—	—	—	—
41	Ware River,	—	—	—	—	—	—	—	—
42	West Stockbridge,	—	—	—	—	—	—	—	—
43	Worcester & Nashua,	9,083,218	7,422,458	342,130	40,106	35,741	266,283	—	41,102
	Nineteen other roads,	5,373,476	4,562,320	520,175	12,187	12,646	508,438	—	—
	Total,	579,868,983	336,233,162	42,139,671	1,621,421	1,622,450	32,567,459	5,574,186	

Abstract prepared from the Railroad Returns—Continued.

Number	RAILROADS.	FREIGHT.					
		58.—Tons Carried.	59.—From other States.	60.—To other States.	61.—Within this State only.	62.—From Boston.	63.—To Boston.
1	Boston & Albany,	2,439,472	1,357,794	301,100	780,578	375,272	728,015
2	Boston & Lowell,	517,818	164,630	105,787	247,401	187,854	146,077
3	Boston & Maine,	647,374	127,996	90,867	300,518	283,757	158,767
4	Boston & Providence,	691,318	250,803	183,312	257,203	189,164	265,209
5	Eastern,	661,886	179,606	121,112	299,320	225,282	179,287
6	Fitchburg,	726,766	5,058	3,446	718,262	188,026	347,352
7	New York & New England,	344,508	82,412	54,706	207,390	105,016	59,287
8	Old Colony,	625,768	15,027	12,626	598,115	142,313	93,790
	Total,	6,654,910	2,183,326	872,956	3,408,787	1,696,684	1,977,784
9	Berkshire,	—	—	—	—	—	—
10	Boston, Barre & Gardner,	64,584	5,692	4,741	54,151	—	—
11	Boston, Clinton & Fitchburg,	759,412	—	—	759,412	—	—
12	Cheshire,	415,714	—	—	—	—	—
13	Connecticut River,	298,822	32,943	5,944	259,935	—	—
14	Duxbury & Cohasset,	8,919	—	—	8,919	—	—
15	Fall River, Warren & Providence,	—	—	—	—	—	—
16	Framingham & Lowell,	—	—	—	—	—	—
17	Hanover Branch,	16,820	—	—	16,820	—	—
18	Holyoke & Westfield,	—	—	—	—	—	—
19	Lowell & Lawrence,	—	—	—	—	—	—
20	Mansfield & Framingham,	—	—	—	—	—	—
21	Massachusetts Central,	—	—	—	—	—	—
22	Middlesex Central,	—	—	—	—	—	—

Abstract prepared from the Railroad Returns—Continued.

Number	RAILROADS.	PERMANENT WAY.									
		RAILS, MILES.		TELEGRAPH.		BRIDGES.				HIGHWAY.	
		64.—Steel.	65.—Iron.	66.—Miles of, owned.	67.—Offices in Company's Stations.	68.—25 feet Span and upwards.	69.—Iron.	70.—Wood.	71.—18 feet above Track.	72.—Less than 18 feet above Track.	
1	Boston & Albany,	338.190	255.340	—	55	101	23	56	23	50	
2	Boston & Lowell,	10 880	82.830	—	8	10	2	8	2	41	
3	Boston & Maine,	69.	166.590	38.	38	53	30	32	4	50	
4	Boston & Providence,	71.	57.540	4.	14	16	8	3	5	37	
5	Eastern,	78.480	110.442	157.790	44	30	17	55	7	50	
6	Fitchburg,	10.	175.780	—	35	38	1	54	—	19	
7	New York & New England,	6.960	166.760	—	11	49	4	65	7	48	
8	Old Colony,	42.470	297.650	150.950	76	29	—	117	7	45	
	Total,	626.980	1,312.932	350.740	281	326	85	390	55	340	
9	Berkshire,	—	24.	—	—	7	—	7	—	—	
10	Boston, Barre & Gardner,	—	39.650	—	7	3	8	—	3	—	
11	Boston, Clinton & Fitchburg,	3.182	79.431	118.240	32	6	—	22	3	11	
12	Cheshire,	16.390	51.020	—	13	16	1	15	7	—	
13	Connecticut River,	41.250	51.600	—	14	21	1	10	5	—	
14	Duxbury & Cohasset,	—	22.120	17.500	4	2	—	7	1	—	
15	Fall River, Warren & Providence,	—	5.794	—	1	3	—	3	—	2	
16	Frammingham & Lowell,	—	30.465	—	—	4	—	16	2	—	
17	Hanover Branch,	—	9.	—	1	—	—	—	—	—	
18	Holyoke & Westfield,	—	11.078	—	—	—	—	—	—	—	
19	Lowell & Lawrence,	—	14.690	—	—	—	—	—	—	—	

Abstract prepared from the Railroad Returns—Continued.

Number.	RAILROADS.	PERMANENT WAY—Con.						
		CROSSINGS.					RAILROAD IN THE STATE.	
		HIGHWAY.		76.—With gates or flagmen.	77.—Without gates or flagmen.	78.—At grade.	79.—Over other railroad.	80.—Under other railroad.
		73.—At grade.	74.—Over railroad.	75.—Under railroad.				
1	Boston & Albany,	236	72	45	42	194	10	1
2	Boston & Lowell,	50	43	5	15	35	3	1
3	Boston & Maine,	173	54	29	62	111	7	—
4	Boston & Providence,	52	43	4	42	10	1	2
5	Eastern,	193	64	5	145	48	5	—
6	Fitchburg,	129	19	9	48	81	7	1
7	New York & New England,	101	55	25	20	81	3	2
8	Old Colony,	291	52	13	27	264	2	—
	Total,	1,225	402	135	401	824	—	—
9	Berkshire,	18	—	—	—	18	—	—
10	Boston, Barre & Gardner,	42	3	1	—	42	—	—
11	Boston, Clinton & Fitchburg,	162	14	3	33	129	12	—
12	Cheshire,	43	8	6	2	41	2	—
13	Connecticut River,	54	5	8	3	51	1	—
14	Duxbury & Cohasset,	23	1	—	—	23	—	—
15	Fall River, Warren & Providence,	3	2	—	—	3	—	—
16	Framingham & Lowell,	37	2	—	2	35	1	—
17	Hanover Branch,	18	—	—	—	18	—	—
18	Holyoke & Westfield,	1	3	—	—	1	—	—
19	Lowell & Lawrence,	12	9	2	1	11	2	1

Abstract prepared from the Railroad Returns—Continued.

Number.	RAILROADS.	ROLLING STOCK.					
		LOCOMOTIVES.		PASSENGER CARS.		85.—Mail and Baggage Cars.	86.—Freight Cars.
		81.—Number owned.	82.—With Train Brakes.	83.—Number owned.	84.—With Train Brakes.		
1	Boston & Albany,	239	49	190	214	54	4,816
2	Boston & Lowell,	42	22	54	54	19	620
3	Boston & Maine,	73	40	163	141	-	1,360
4	Boston & Providence,	42	19	71	71	11	490
5	Eastern,	95	55	143	143	36	1,123
6	Fitchburg,	54	28	71	71	22	1,090
7	New York & New England,	29	11	58	47	14	351
8	Old Colony,	63	32	141	141	25	974
	Total,	637	256	891	882	181	10,824
9	Berkshire,	-	-	-	-	-	-
10	Boston, Barre & Gardner,	6	-	7	-	4	75
11	Boston, Clinton & Fitchburg,	41	-	53	45	29	884
12	Cheshire,	31	-	23	23	10	414
13	Connecticut River,	18	14	25	25	12	326
14	Duxbury & Cohasset,	-	-	-	-	-	-
15	Fall River, Warren & Providence,	-	-	-	-	-	-
16	Framingham & Lowell,	-	-	-	-	-	-
17	Hanover Branch,	2	-	6	4	-	18
18	Holyoke & Westfield,	-	-	-	-	-	-
19	Lowell & Lawrence,	-	-	-	-	-	-
20	Mansfield & Framingham,	-	-	-	-	-	-
21	Massachusetts Central,	-	-	-	-	-	-

Abstract prepared from the Railroad Returns—Continued.

Number.	RAILROADS.	STATIONS.		STOCKHOLDERS.		91.—Amount of Stock held in Massachusetts.	92.—Number of Persons Employed.
		97.—Whole Number.	98.—In Massachusetts.	99.—Whole Number.	90.—In Massachusetts.		
1	Boston & Albany,	102	88	5,323	4,529	\$17,541,900	4,935
2	Boston & Lowell,	63	63	1,095	919	2,785,000	676
3	Boston & Maine,	82	45	4,234	2,352	4,740,100	1,600
4	Boston & Providence,	43	39	1,601	1,250	3,227,000	800
5	Eastern,	128	75	2,912	2,203	4,176,400	2,087
6	Fitchburg,	74	71	2,360	1,975	3,392,000	1,042
7	New York & New England,	82	59	—	—	—	743
8	Old Colony,	114	109	4,020	3,726	6,130,700	1,021
	Total,	688	549	21,545	16,954	\$41,993,100	12,904
9	Berkshire,	—	—	225	124	\$392,600	—
10	Boston, Barre & Gardner,	17	14	234	230	865,864	113
11	Boston, Clinton & Fitchburg,	57	57	503	483	1,167,300	774
12	Cheshire,	33	7	720	531	1,821,400	411
13	Connecticut River,	19	19	798	632	1,669,000	332
14	Duxbury & Cohasset,	14	14	5	5	390,000	38
15	Fall River, Warren & Providence,	2	2	29	11	78,600	25
16	Framingham & Lowell,	—	—	198	197	505,300	—
17	Hanover Branch,	4	4	124	122	123,100	20
18	Holyoke & Westfield,	—	—	15	14	240,000	—
19	Lowell & Lawrence,	—	—	46	36	170,000	—
20	Mansfield & Framingham,	—	—	—	—	—	—
21	Massachusetts Central,	—	—	451	446	1,754,876	—

[illegible]

Abstract prepared from the Railroad Returns—Continued.

		93.—CASUALTIES.					
Number.	RAILROADS.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Boston & Albany,	—	—	27	42	27	42
2	Boston & Lowell,	—	—	8	10	8	10
3	Boston & Maine,	—	4	11	5	11	9
4	Boston & Providence,	—	—	10	3	10	3
5	Eastern,	—	—	8	28	8	28
6	Fitchburg,	—	3	9	6	9	9
7	New York & New England,	—	5	4	4	4	9
8	Old Colony,	—	—	17	7	17	7
	Total,	—	12	94	105	94	117
9	Berkshire,	—	—	—	—	—	—
10	Boston, Barre & Gardner,	—	—	1	2	1	2
11	Boston, Clinton & Fitchburg,	3	4	4	1	7	4
12	Cheshire,	—	1	1	—	1	1
13	Connecticut River,	—	—	1	2	1	2
14	Duxbury & Cohasset,	—	—	—	—	—	—
15	Fall River, Warren & Providence,	—	—	—	—	—	—
16	Framingham & Lowell,	—	—	—	—	—	—
17	Hanover Branch,	—	—	—	—	—	—
18	Holyoke & Westfield,	—	—	—	—	—	—
19	Lowell & Lawrence,	—	—	—	—	—	—
20	Mansfield & Framingham,	—	—	—	—	—	—
21	Massachusetts Central,	—	—	—	—	—	—

[illegible]

Summary taken from the Returns of 1874 and 1875.

	1874.	1875.	Gain.	Loss.
	Miles.	Miles.	Miles.	Miles.
Total length of rail'nds and branches,	2,418.461	2,459.202	40.741	-
Total length of railroads in Mass.,	1,782.519	1,816.748	34.229	-
Double track in Massachusetts,	440.114	440.114	-	-
out of Massachusetts,	185.920	185.920	-	-
Slidings in Massachusetts,	476.893	504.907	28.014	-
out of Massachusetts,	179.705	188.359	8.654	-
Total length computed as a single track,	3,701.093	3,778.502	77.409	-
Capital stock paid in,	\$117,066,798 07	\$118,262,285 90	\$1,195,487 83	-
Net debt,	48,557,338 65	53,355,052 92	4,797,714 27	-
Total stock and debt,	165,624,136 72	171,617,338 82	5,993,202 10	-
Earnings applied to permanent investment,	5,999,439 07	6,578,708 82	579,269 75	-
Cost of roads,	138,843,889 08	143,847,116 87	5,003,226 79	-
equipment,	18,293,350 17	18,633,460 04	340,109 87	-
other property,	13,832,874 16	14,162,688 20	319,814 06	-
Total amount of permanent investment,	170,970,113 40	176,633,264 11	5,663,150 71	-
Proportion of permanent investments for Massachusetts,	111,642,551 92	118,354,965 72	6,712,413 80	-
Receipts from passengers,	\$15,687,774 73	\$15,312,591 49	-	\$375,183 24
express,	810,174 85	800,716 58	-	9,458 77
mails,	412,317 11	447,452 84	\$35,135 73	-
Total receipts from passenger department,	\$16,910,266 19	\$16,560,759 91	-	\$349,506 28
Total receipts from freight department,	15,771,689 60	14,225,535 14	-	1,546,154 46
Miscellaneous receipts,	1,123,399 11	954,926 17	-	168,472 94
Receipts as rent for use of roads, &c.,	827,128 64	848,264 46	\$21,135 82	-
Gross Income,	\$34,632,483 54	\$32,589,485 68	-	\$2,042,997 86
<i>Expenses—</i>				
Maintenance of way and buildings, chargeable to passenger department,	\$2,836,468 18	\$2,806,538 64	-	\$29,929 54
Chargeable to freight department,	2,834,546 80	2,494,397 20	-	340,149 60
General traffic passenger department,	4,486,030 14	4,210,276 07	-	275,774 07
General traffic freight department,	4,527,425 38	3,736,597 57	-	790,827 81
Passenger trains,	4,107,227 31	4,195,549 59	\$88,322 28	-
Freight trains,	4,495,496 86	4,529,684 52	34,187 66	-
Rent paid leased roads,	591,734 46	907,588 59	315,854 13	-
Other expenses,	50,232 71	62,202 34	11,969 63	-
Total expenses,	\$23,929,181 84	\$22,942,834 52	-	986,347 32
Net income,	\$10,703,301 70	\$9,646,651 16	-	\$1,056,650 54
Interest paid,	2,791,572 28	3,152,862 45	\$361,290 17	-
Dividends,	6,988,170 85	6,733,670 93	-	254,499 92
Surplus for the year,	923,558 57	239,882 22	-	1,163,440 79
Total surplus,	11,612,920 40	11,261,508 25	-	351,412 15
Taxes,	1,338,626 52	1,357,283 57	18,657 05	-

d Deficit.

Summary taken from the Returns of 1874 and 1875.—Continued.

	1874.	1875.	Gain.	Loss.
	Miles.	Miles.	Miles.	Miles.
Miles run by passenger trains,* .	9,887,001	10,149,520	262,519	—
freight trains,* . .	9,298,817	9,206,064	—	92,763
other trains,* . .	1,061,731	910,163	—	151,568
Total miles run by trains,* .	20,247,549	20,265,737	18,188	—
Total passenger mileage,* . . .	681,875,870	655,615,588	—	26,260,282
Total passenger mileage to and from other roads,*	186,710,081	160,192,739	3,482,658	—
Total freight mileage,*	597,085,805	579,868,983	—	17,216,822
Total freight mileage to and from other roads,*	329,280,805	336,233,162	6,952,357	—
Passengers carried,*	42,480,494	42,139,671	—	340,823
Passengers carried coming from other states,*	1,903,272	1,621,421	—	281,851
Passengers carried going to other states,*	1,795,346	1,622,450	—	172,896
Passengers travelling within this state only,*	32,612,732	32,567,459	—	45,273
Passengers, season ticket,	6,752,640	5,574,136	—	1,178,404
Tons of freight carried,*	12,014,812	11,072,312	—	942,500
from other states,	3,197,509	3,000,567	—	196,942
to other states,	1,420,808	1,416,308	—	4,500
within this state only,*	6,123,903	5,388,011	—	735,892
from Boston,	1,686,561	1,781,082	94,521	—
to Boston,	2,118,185	2,043,413	—	74,772

* In the written report, these items are incorrectly stated, having been taken from preliminary tables, in which certain roads were not included.

TABULATED COMPARATIVE RESULTS
OF THE
CONDITION AND OPERATION
OF THE SEVERAL
RAILROAD CORPORATIONS OF THE STATE.

COMPILED FROM REPORTS.

[FOR CONTENTS OF TABLES, SEE PAGE 142.]

Tabulated Comparative Results of Railroad Corporations.

		EARNINGS AND EXPENSES PER TRAIN MILE.							
Number.	RAILROADS.	PASSENGER DEPARTMENT.				FREIGHT DEPARTMENT.			
		94.—Receipts.		95.—Expenses.		97.—Receipts.		98.—Expenses.	
		96.—Net Income.		99.—Net Income.					
1	Boston & Albany,	\$2.375	\$1.633	\$0.742	\$1.259	\$0.904	\$0.355		
2	Boston & Lowell,	1.167	.923	.244	1.381	1.304	.077		
3	Boston & Maine,	1.405	.947	.458	1.626	1.237	.389		
4	Boston & Providence,	1.828	1.255	.573	2.146	1.704	.442		
5	Eastern,	1.657	1.225	.432	1.726	1.330	.396		
6	Fitchburg,	1.407	1.085	.322	2.119	1.728	.391		
7	New York & New England,	1.036	.901	.135	2.283	1.858	.425		
8	Old Colony,	1.607	1.095	.512	1.784	1.307	.477		
	Average,	\$1.676	\$1.194	\$0.482	\$1.506	\$1.146	\$0.360		
9	Cheshire,	\$1.393	\$1.211	\$0.182	\$0.928	\$0.865	\$0.063		
10	Connecticut River,	1.703	1.040	.663	2.302	1.647	.655		
11	New Haven & Northampton,	.825	.552	.273	2.824	1.908	.916		
12	New York, New Haven & Hartford,	2.386	1.305	1.081	2.584	1.855	.729		
13	Norwich & Worcester,	1.685	.931	.754	2.079	1.391	.688		
14	Providence & Worcester,	1.684	1.070	.614	1.728	1.403	.325		
15	Springfield, Athol & North-Eastern,	.674	.432	.242	1.604	1.002	.602		
16	Worcester & Nashua,	1.553	1.121	.432	1.457	1.069	.388		
	Average,	\$1.936	\$1.133	\$0.803	\$1.903	\$1.416	\$0.487		
	Average 16 roads,	\$1.748	\$1.178	\$0.570	\$1.602	\$1.211	\$0.391		

Tabulated Comparative Results—Continued.

Number	RAILROADS.	STOCK, DEBT AND COST PER MILE OF ROAD OWNED.				
		STOCK.		192.—Debt.	193.—Stock and Debt.	COST.
		100.—Authorized by Charter.	101.—Paid in.			
						104.—Road.
1	Boston & Albany,	\$109,462 00	\$80,118 57	\$29,721 31	\$109,839 89	\$96,702 76
2	Boston & Lowell,	73,542 21	70,713 66	51,547 60	122,261 26	98,606 19
3	Boston & Maine,	55,335 89	54,713 63	29,019 47	83,733 10	74,644 67
4	Boston & Providence,	63,959 07	63,959 07	22,985 16	86,944 23	60,642 79
5	Eastern,	70,432 09	42,357 57	120,688 89	163,946 46	96,901 09
6	Fitchburg,	85,726 53	42,863 26	4,783 27	47,646 53	42,827 29
7	New York & New England,	59,523 81	59,523 81	2,651 56	62,175 37	60,629 09
8	Old Colony,	29,998 79	25,409 60	18,900 77	44,310 37	36,510 56
	Average,	\$70,350 88	\$54,546 33	\$29,037 88	\$53,584 21	\$59,612 56
9	Cheshire,	\$11,961 95	\$10,158 52	\$16,510 39	\$56,668 91	\$44,063 92
10	Connecticut River,	42,435 09	37,600 72	3,671 51	41,272 23	41,495 16
11	New Haven & Northampton,	50,499 95	24,845 97	23,381 99	48,227 97	32,195 46
12	New York, New Haven & Hartford,	109,540 64	109,540 64	—	109,540 64	91,092 47
13	Norwich & Worcester,	45,557 23	39,222 89	2,722 18	41,945 07	37,108 17
14	Providence & Worcester,	58,354 41	38,902 93	32,806 05	71,708 98	52,065 25
15	Springfield, Athol & North-Eastern,	20,618 56	16,833 81	15,187 41	32,021 22	27,884 44
16	Worcester & Nashua,	45,961 92	39,172 69	16,754 64	55,927 33	45,240 84
	Average,	\$30,985 17	\$52,399 58	\$12,064 92	\$54,464 50	\$52,210 17
	Average 16 roads,	\$57,402 07	\$53,870 43	\$23,693 91	\$77,564 34	\$54,133 39

Tabulated Comparative Results—Continued.

Number	RAILROADS.	STOCK, DEBT, &c.—Con.		INCOME AND EXPENSE PER MILE OF ROAD OPERATED.			
		COST—Con.		107.—Gross Income.	EXPENSE.		
		103.—Equip- ment.	106.—Total In- vestment.		108.—Mainten- ance of Way.	109.—Total.	
						110.—Net In- come.	
1	Boston & Albany,	\$17,838 59	\$118,751 13	\$25,039 90	\$3,774 63	\$17,135 42	\$7,904 48
2	Boston & Lowell,	8,821 63	125,068 65	14,195 26	3,650 85	12,657 64	1,537 62
3	Boston & Maine,	11,365 84	92,035 79	11,827 73	1,905 12	8,157 82	3,669 91
4	Boston & Providence,	3,316 28	90,626 68	23,764 03	4,981 54	17,042 71	6,721 32
5	Eastern,	20,025 44	150,163 14	10,027 06	1,650 09	8,053 41	1,973 65
6	Fitchburg,	4,893 48	50,567 66	10,678 53	2,476 45	8,778 46	1,900 07
7	New York & New England,	1,547 62	62,176 71	6,589 06	1,761 21	5,602 68	986 38
8	Old Colony,	4,500 68	45,982 64	8,785 07	1,678 57	5,862 96	2,922 11
	Average,	\$8,993 09	\$89,313 28	\$13,779 39	\$2,489 40	\$10,088 99	\$3,690 40
9	Cheshire,	\$6,091 01	\$53,138 88	\$7,471 32	\$1,762 55	\$7,211 13	\$260 19
10	Connecticut River,	4,331 94	49,631 61	12,123 33	1,644 38	7,514 41	4,608 92
11	New Haven & Northampton,	8,044 80	47,680 10	5,443 74	972 70	3,800 55	1,643 19
12	New York, New Haven & Hartford,	14,943 48	110,904 94	30,003 41	3,034 58	17,791 25	12,212 17
13	Norwich & Worcester,	2,254 69	53,952 37	10,985 55	1,408 35	6,542 81	4,442 76
14	Providence & Worcester,	16,211 11	69,624 64	13,382 40	2,262 28	9,937 18	3,445 22
15	Springfield, Athol & North-Eastern,	1,305 76	30,835 56	2,008 03	267 38	1,400 48	607 55
16	Worcester & Nashua,	8,865 97	60,461 49	11,258 69	1,516 27	7,355 64	3,903 05
	Average,	\$8,781 54	\$66,583 33	\$13,825 64	\$1,806 96	\$8,991 19	\$1,834 45
	Average 16 roads,	\$8,926 48	\$80,334 44	\$13,793 01	\$2,293 01	\$9,765 60	\$4,027 41

Tabulated Comparative Results—Continued.

Number	RAILROADS.	INCOME AND EXPENSE PER TOTAL TRAIN MILE.			EXPENSES PER TRAIN MILE.		
		111.—Gross Income.	112.—Total Expense.	113.—Net Income.	MAINTENANCE OF WAY.		
					Repairs.		
					114.—Road.	115.—Bridges.	116.—Buildings, &c.
1	Boston & Albany,	\$1.619	\$1.108	\$0.511	\$0.1577	\$0.0272	\$0.0237
2	Boston & Lowell,	1.326	1.182	.144	.1648	.0521	.0532
3	Boston & Maine,	1.515	1.045	.470	.1242	.0099	.0449
4	Boston & Providence,	1.976	1.417	.559	.1752	.0667	.0698
5	Eastern,	1.357	1.090	.267	.1123	.0286	.0299
6	Fitchburg,	1.726	1.419	.307	.1988	.0211	.0791
7	New York & New England,	1.388	1.180	.208	.2277	.0472	.0075
8	Old Colony,	1.678	1.119	.559	.1750	.0203	.0459
	Average,	\$1.570	\$1.150	\$0.420	\$0.1565	\$0.0293	\$0.0376
9	Cheshire,	\$1.039	\$1.003	\$0.036	\$0.0849	\$0.0224	\$0.0255
10	Connecticut River,	2.054	1.273	.781	.1645	.0152	.0569
11	New Haven & Northampton,	1.602	1.118	.484	.1944	.0137	.0173
12	New York, New Haven & Hartford,	2.295	1.360	.934	.1592	.0188	.0541
13	Norwich & Worcester,	1.965	1.170	.795	.0891	.0101	.0352
14	Providence & Worcester,	1.636	1.215	.421	.1880	.0093	.0364
15	Springfield, Athol & North-Eastern, . . . . .	.982	.685	.297	.1255	.0025	.0028
16	Worcester & Nashua,	1.649	1.077	.572	.0802	.0111	.0344
	Average,	\$1.878	\$1.221	\$0.657	\$0.1441	\$0.0160	\$0.0415
	Average 16 roads,	\$1.650	\$1.168	\$0.482	\$0.1533	\$0.0258	\$0.0386

Tabulated Comparative Results—Continued.

	RAILROADS.	EXPENSES PER TRAIN MILE—Con.				
		MAINTENANCE OF WAY—Con.		TRAFFIC EXPENSES.		
		117.—New rails.	118.—Total.	Repairs, including new.		
				119.—Locomotives	120.—Passenger and Baggage Cars.	121.—Freight Cars.
1	Boston & Albany,	\$0.0355	\$0.2441	\$0.0623	\$0.1368	\$0.1061
2	Boston & Lowell,	.0708	.3409	.0593	.1031	.0917
3	Boston & Maine, .	.0650	.2440	.0564	.0426	.0668
4	Boston & Providence, .	.1025	.4142	.0635	.0679	.1038
5	Eastern, .	.0525	.2233	.0721	.1063	.1429
6	Fitchburg, .	.1012	.4002	.0809	.0971	.1773
7	New York & New England,	.0885	.3709	.0922	.0809	.0946
8	Old Colony, .	.0794	.3206	.0573	.1155	.0877
	Average, .	\$0.0602	\$0.2836	\$0.0654	\$0.0981	\$0.1086
9	Cheshire, .	\$0.1124	\$0.2452	\$0.0762	\$0.1285	\$0.0546
10	Connecticut River, .	.0421	.2787	.0370	.0726	.1134
11	New Haven & Northampton, .	.0608	.2862	.0556	.0385	.1317
12	New York, New Haven & Hartford, .	—	.2321	.1115	.1613	.1441
13	Norwich & Worcester, .	.1175	.2519	.0653	.0828	.1712
14	Providence & Worcester, .	.0429	.2766	.0692	.0789	.1569
15	Springfield, Athol & North-Eastern, .	—	.1308	.0117	.0146	.0095
16	Worcester & Nashua, .	.0963	.2220	.0881	.0840	.0912
	Average, .	\$0.0439	\$0.2455	\$0.0847	\$0.1205	\$0.1178
	Average 16 roads, .	\$0.0560	\$0.2737	\$0.0704	\$0.1043	\$0.1109

Tabulated Comparative Results—Continued.

RAILROADS.		EXPENSES PER TRAIN MILE—Con.				
		TRAFFIC EXPENSES—Con.				
		Salaries, Wages, &c.		124.—Fuel.	125.—Oil and Waste.	126.—Total.
		122.—Passenger Department.	123.—Freight Department.			
1	Boston & Albany,	\$0.4608	\$0.2434	\$0.1711	\$0.0148	\$0.8501
2	Boston & Lowell,	.1581	.4325	.1268	.0201	.7551
3	Boston & Maine,	.2708	.4430	.1481	.0165	.7676
4	Boston & Providence,	.3813	.6288	.1442	.0168	1.0028
5	Eastern,	.3854	.4034	.1384	.0119	.7704
6	Fitchburg,	.2469	.4290	.1623	.0132	.9302
7	New York & New England,	.2659	.5010	.1098	.0104	.7906
8	Old Colony,	.2596	.4128	.1178	.0169	.7992
	Average,	\$0.3272	\$0.3364	\$0.1495	\$0.0148	\$0.8283
9	Cheshire,	\$0.1617	\$0.1982	\$0.2061	\$0.0196	\$0.6729
10	Connecticut River,	.2632	.6148	.1932	.0115	.9948
11	New Haven & Northampton,	.1687	.5769	.1147	.0202	.7883
12	New York, New Haven & Hartford,	.4085	.8638	.1246	.0182	1.1288
13	Norwich & Worcester,	.3193	.5531	.1306	.0143	.9182
14	Providence & Worcester,	.3008	.5405	.1412	.0197	.9182
15	Springfield, Athol & North-Eastern,	.1097	.2583	.1003	.0095	.4741
16	Worcester & Nashua,	.2736	.2863	.1258	.0134	.8553
	Average,	\$0.3304	\$0.5302	\$0.1417	\$0.0174	\$0.9568
	Average 16 roads,	\$0.3280	\$0.3834	\$0.1474	\$0.0155	\$0.8616

Tabulated Comparative Results—Continued.

Number	RAILROADS.	AVERAGE RATES OF FARE AND TRAIN PER MILE.				
		PASSENGERS.				131.—Average distance travelled.
		127.—Season Ticket.	128.—Trip and Passage Tickets.	129.—Average rate for all passengers.	130.—To and from other roads.	
1	Boston & Albany,	\$0.0102	\$0.0265	\$0.0248	\$0.0243	20.07
2	Boston & Lowell, .	.0096	.0267	.0200	.0196	12.54
3	Boston & Maine, .	.0093	.0265	.0209	.0193	13.33
4	Boston & Providence, .	.0110	.0280	.0230	.0220	10.99
5	Eastern, .	.0088	.0247	.0221	.0144	13.96
6	Fitchburg, .	.0092	.0242	.0217	.0256	12.61
7	New York & New England,	.0105	.0257	.0220	.0216	10.71
8	Old Colony, .	.0080	.0260	.0220	.0220	14.30
	Average, .	—	—	—	—	14.37
9	Cheshire, .	\$0.0170	\$0.0285	\$0.0294	\$0.0319	32.43
10	Connecticut River, .	.0070	.0305	.0275	.0300	11.10
11	New Haven & Northampton, .	—	.0300	.0296	.0300	14.78
12	New York, New Haven & Hartford,	.0056	.0281	.0228	.0279	30.49
13	Norwich & Worcester, .	.0090	.0350	.0325	.0375	17.22
14	Providence & Worcester, .	.0067	.0267	.0252	.0295	8.85
15	Springfield, Athol & North-Eastern,	.0130	.0314	.0310	.0290	14.61
16	Worcester & Nashua, .	.0089	.0330	.0354	.0333	15.33
	Average, .	—	—	—	—	21.39
	Average 16 roads, .	—	—	\$0.0242	—	15.84

Tabulated Comparative Results—Continued.

Number	RAILROADS.	AVERAGE RATES OF FARES AND FREIGHTS PER MILE.—CON.			DEAD WEIGHT HAULED ONE MILE.	
		FREIGHT, TONS.		184.—Average Dis- tance carried.	TONS TO EACH.	
		122.—Local.	123.—To and from other roads.		125.—Passenger.	126.—Tons of freight.
1	Boston & Albany,	\$0.0235	\$0.0117	115.73	1,807	2,582
2	Boston & Lowell,	.0360	.0277	27.39	3,039	5,477
3	Boston & Maine, .	.0285	.0240	39.24	2,055	4,899
4	Boston & Providence,	.0470	.0250	26.69	1,989	3,987
5	Eastern, .	.0301	.0193	53.92	1,664	3,538
6	Fitchburg, .	.0652	.0261	30.31	1,852	5,067
7	New York & New England,	.0440	.0420	27.01	3,096	3,853
8	Old Colony, .	.0480	.0320	29.36	1,794	3,451
	Average,	—	—	63.97	1,962	3,158
9	Cheshire, .	\$0.0526	\$0.0181	55.52	2,828	2,880
10	Connecticut River, .	.0396	.0325	24.62	1,493	3,086
11	New Haven & Northampton,	.0392	—	39.26	5,090	3,859
12	New York, New Haven & Hartford,	.0438	.0245	42.20	1,536	3,726
13	Norwich & Worcester,	.0440	.0233	35.77	2,423	4,970
14	Providence & Worcester,	.0398	.0271	29.46	1,885	5,995
15	Al & North-Eastern,	.0500	.0278	18.87	4,057	4,853
16	Shua, .	.0281	.0271	29.11	3,311	4,932
	Average,	—	—	37.50	1,596	3,905
	Average 16 roads, .	—	—	55.91	1,778	3,292

Tabulated Comparative Results—Continued.

Number	RAILROADS.	AVERAGE MILES RUN.			AVERAGE PER TRAIN MILE.	
		137.—Locomotives.	138.—Passenger Cars.	139.—Freight Cars.	140.—Passengers Carried.	141.—Tons of Freight carried.
1	Boston & Albany,	20,541	43,808	12,852	86	82
2	Boston & Lowell,	21,724	64,581	16,085	52	34
3	Boston & Maine,	21,597	38,059	9,153	63	51
4	Boston & Providence,	19,054	43,249	16,485	76	64
5	Eastern,	21,923	52,137	11,272	71	62
6	Fitchburg,	18,465	34,142	10,241	59	51
7	New York & New England,	22,761	38,495	9,488	42	47
8	Old Colony,	22,024	29,115	6,402	66	44
	Average,	20,920	41,283	12,642	68	68
9	Cheshire,	20,428	28,020	13,666	37	49
10	Connecticut River,	18,308	24,324	7,393	58	58
11	New Haven & Northampton,	18,578	49,667	6,923	23	68
12	New York, New Haven & Hartford,	21,783	42,951	10,416	94	63
13	Norwich & Worcester,	17,680	37,753	8,188	40	46
14	Providence & Worcester,	18,852	22,958	8,154	64	50
15	Springfield, Athol & North-Eastern,	24,790	31,751	17,843	20	32
16	Worcester & Nashua,	14,855	34,082	9,996	42	49
	Average,	19,778	30,661	9,107	71	55
	Average 16 roads,	20,611	35,792	11,236	69	65

Tabulated Comparative Results—Concluded.

RANK	RAILROADS.	CARRIED ONE MILE PER CAR OWNED BY COMPANY.		PER CENT. OF—		
		142.—Passengers.	143.—Freight, tons.	144.—Income to Stock and Debt.	145.—Expense to Income.	146.—Net Income to Stock and Debt.
1	Boston & Albany,	630,110	58,619	28.89	67.57	9.15
2	Boston & Lowell,	483,272	22,872	21.52	82.	2.30
3	Boston & Maine, .	401,371	18,684	22.51	66.77	6.99
4	Boston & Providence, .	545,685	37,652	29.08	71.71	8.22
5	Eastern,	525,887	31,779	14.70	74.82	2.89
6	Fitchburg,	450,596	20,213	38.69	77.10	6.88
7	New York & New England,	320,813	26,509	4.38	83.70	.66
8	Old Colony,	434,720	18,862	19.82	66.70	6.59
	Average,	490,552	39,333	20.48	73.22	5.46
9	Cheshire,	228,293	55,754	21.66	88.31	.74
10	Connecticut River,	466,705	22,570	29.37	61.98	11.16
11	New Haven & Northampton,	289,788	23,602	12.46	67.	3.76
12	New York, New Haven & Hartford,	675,844	28,567	29.67	59.29	12.08
13	Norwich & Worcester,	431,885	16,546	26.19	59.50	10.59
14	Providence & Worcester,	365,281	17,699	24.26	73.02	6.20
15	Springfield, Athol & North-Eastern,	313,049	51,475	6.27	61.60	1.89
16	Worcester & Nashua,	238,451	24,750	20.13	65.30	6.98
	Average,	525,232	26,300	24.22	65.03	8.47
	Average 16 roads,	499,904	35,716	21.46	70.80	6.27

TABULATED STATEMENT,
COMPILED FROM
STREET RAILWAY RETURNS.

[FOR CONTENTS OF TABLES, SEE PAGE 142.]

Abstract of Returns of Street Railway Companies.

LINE	STREET RAILWAYS.	147.—Capital Stock paid in.	DEBT.			Cost.	
			48.—Funded.	149.—Unfunded.	150.—Total.	151.—Road.	152.—Equipment.
1	Albany Street Freight, . . .	\$75,000 00	—	—	—	\$49,066 29	\$221 41
2	Arlington, . . .	13,600 00	—	—	—	13,600 00	—
3	Boston & Chelsea, . . .	110,000 00	—	—	—	110,000 00	—
4	Boston & West Roxbury, . .	41,000 00	—	—	—	56,133 27	—
5	Cambridge, . . .	824,300 00	\$150,000 00	—	\$150,000 00	824,300 00	—
6	Highland, . . .	220,000 00	120,000 00	\$128,222 00	248,222 00	163,403 21	286,679 70
7	Lowell, . . .	93,100 00	—	7,762 46	7,762 46	64,366 86	36,201 75
8	Lynn & Boston, . . .	200,000 00	50,000 00	51,017 28	101,017 28	181,960 11	109,336 00
9	Lynn City, . . .	15,725 00	—	13,343 58	13,343 58	18,618 33	10,928 19
10	Malden & Melrose, . . .	165,500 00	15,000 00	—	15,000 00	60,246 48	—
11	Medford & Charlestown, . .	21,000 00	—	—	—	21,230 98	—
12	Merrimack Valley, . . .	50,000 00	—	—	—	37,784 71	41,985 79
13	Metropolitan, . . .	1,500,000 00	743,442 12	326,244 58	1,124,553 03	758,035 25	1,255,097 10
14	Middlesex, . . .	400,000 00	376,000 00	153,158 37	529,158 37	447,972 70	271,949 58
15	New Bedford & Fairhaven, . .	50,000 00	—	30,190 57	30,190 57	52,617 35	28,448 79
16	Newburyport & Amesbury, . .	37,250 00	24,000 00	—	24,000 00	59,753 84	—
17	Northampton, . . .	50,000 00	—	8,240 47	8,240 47	46,150 00	3,975 00

18	North Woburn,	.	.	.	\$21,000 00	\$8,000 00	\$800 00	\$8,800 00	\$26,310 00	\$6,312 37
19	Salem, .	.	.	.	150,000 00	35,900 00	1,800 00	37,700 00	179,569 52	24,000 00
20	Somerville, .	.	.	.	98,000 00	-	-	-	98,000 00	-
21	South Boston, .	.	.	.	450,000 00	-	26,267 99	26,267 99	222,867 89	328,400 10
22	Springfield, .	.	.	.	50,000 00	-	26,882 83	26,882 83	62,155 71	28,756 39
23	Stoneham, .	.	.	.	33,000 00	-	-	-	33,000 00	6,744 44
24	Taunton, .	.	.	.	40,000 00	-	9,000 00	9,000 00	27,687 75	29,510 02
25	Union, .	.	.	.	367,800 00	6,500 00	258,571 57	265,071 57	-	509,120 84
26	Union Freight, .	.	.	.	300,000 00	-	4,500 00	4,500 00	253,778 27	-
27	Waltham & Newton,	.	.	.	30,000 00	-	18,609 00	18,609 00	37,493 41	8,570 05
28	Winnisimmet, .	.	.	.	50,000 00	-	-	-	52,500 00	-
29	Winthrop, .	.	.	.	100,000 00	45,000 00	9,388 72	54,388 72	112,024 35	13,410 57
30	Worcester, .	.	.	.	40,000 00	33,000 00	37,274 66	70,274 66	60,665 49	42,490 07
31	Naumkeag, .	.	.	.	-	-	-	-	-	-
Total, .		.	.	.	\$5,596,275 00	\$1,606,842 12	\$1,111,274 08	\$2,772,982 53	\$4,131,291 77	\$3,037,138 16

Abstract of Returns of Street Railway Companies—Continued.

	STREET RAILWAYS.	Cost—Con.		153.—Length of Road, including Branches, Sidings, etc., owned.	156.—Miles Run.	157.—Number of Passengers Carried.	158.—Number of Round Trips.
		153.—Railways and Branches Purchased.	154.—Total.				
1	Albany Street Freight,	—	\$49,287 70	1.003	—	—	—
2	Arlington,	—	13,600 00	1.576	—	—	—
3	Boston & Chelsea,	—	110,000 00	5.822	—	—	—
4	Boston & West Roxbury,	—	56,133 27	1.307	—	—	—
5	Cambridge,	—	824,300 00	80.296	—	—	—
6	Highland,	—	450,082 91	6.500	769,055	4,504,910	104,523
7	Lowell,	—	100,568 61	5.090	126,009	570,799	12,926
8	Lynn & Boston,	—	291,296 11	12.790	499,782	2,229,740	39,426
9	Lynn City,	—	29,546 52	2.022	32,649	157,088	11,194
10	Malden & Melrose,	—	60,246 48	3.500	—	—	—
11	Medford & Charlestown,	\$12,000 00	33,230 98	3.457	—	—	—
12	Merrimack Valley,	—	79,770 50	5.333	127,750	466,463	12,775
13	Metropolitan,	390,558 65	2,703,761 00	49.695	3,146,550	21,439,489	524,817
14	Middlesex,	13,158 19	733,080 47	16.030	592,753	4,440,971	103,699
15	New Bedford & Fairhaven,	—	81,066 14	3.819	85,074	384,868	26,436
16	Newburyport & Amesbury,	—	60,853 84	6.371	74,150	292,813	7,350
17	Northampton,	—	50,125 00	3.200	25,202	67,008	3,941.

18	North Woburn, .	.	.	.	.	.	.	32,622 37	2,740	16,726	50,157	3,109
19	Salem, .	.	.	.	.	.	.	207,197 52	8,548	139,114	342,295	39,092
20	Somerville, .	.	.	.	.	.	.	98,000 00	4,027	-	-	-
21	South Boston, .	.	.	.	.	.	.	546,267 99	10,360	832,218	6,007,652	143,289
22	Springfield, .	.	.	.	.	.	.	90,912 10	5,090	107,582	371,760	21,887
23	Stoneham, .	.	.	.	.	.	.	42,969 44	2,530	41,000	181,618	8,200
24	Taunton, .	.	.	.	.	.	.	57,197 77	4,318	76,118	257,280	12,933
25	Union, .	.	.	.	.	.	.	509,120 84	-	1,365,100	7,992,445	190,624
26	Union Freight, .	.	.	.	.	.	.	253,778 27	4,423	-	-	-
27	Waltham & Newton, .	.	.	.	.	.	.	46,252 80	3,211	22,742	92,230	3,651
28	Winnisimmet, .	.	.	.	.	.	.	52,500 00	3,370	-	-	-
29	Winthrop, .	.	.	.	.	.	.	125,434 92	5,820	34,216	87,595	2,730
30	Worcester, .	.	.	.	.	.	.	103,155 56	4,380	114,861	504,595	18,479
31	Naumkeag, .	.	.	.	.	.	.	-	-	-	-	-
Total, .								\$7,892,359 11	216,628	8,228,651	50,441,776	1,291,081

Abstract of Returns of Street Railway Companies—Continued.

LINE	STREET RAILWAYS.	159.—Rate of Speed, including Stops. Miles, per hour.	160.—Gr as In- come .	161.—Expense of Operating.	162.—Net In- come.	163.—Expendi- tures charged to Property Acc't.
1	Albany Street Freight,	—	\$2,156 80	\$1,998 61	\$158 19	—
2	Arlington,	—	816 00	—	816 00	—
3	Boston & Chelsea,	—	8,800 00	1,700 27	7,099 73	—
4	Boston & West Roxbury,	—	535 27	202 27	333 00	—
5	Cambridge,	—	77,187 00	—	77,187 00	\$23,800 00
6	Highland,	6	227,438 49	186,188 56	41,249 93	17,995 53
7	Lowell,	5	33,926 47	33,921 83	4 64	3,259 78
8	Lynn & Boston,	6	166,496 12	150,908 87	15,587 25	—
9	Lynn City,	5	9,371 41	8,034 43	1,336 98	8,467 48
10	Malden & Melrose,	—	—	—	—	—
11	Medford & Charlestown,	—	—	2,716 80	2,716 80	—
12	Merrimack Valley,	5	33,422 44	30,807 50	2,614 94	619 15
13	Metropolitan,	5 to 6	1,126,707 10	906,749 36	219,957 74	82,018 31
14	Middlesex,	6	249,820 98	195,315 14	54,505 84	35,656 01
15	New Bedford & Fairhaven,	4	23,274 71	20,817 18	2,457 53	645 94
16	Newburyport & Amesbury,	5	1,200 00	453 93	746 07	14,000 00
17	Northampton,	5.5	6,301 61	6,786 99	485 38	—

Abstract of Returns of Street Railway Companies—Continued.

Number	STREET RAILWAYS.	DIVIDENDS.		100.—Interest Paid.	SURPLUS.	
		104.—Amount.	105.—Per Cent.		107.—This Year.	108.—Total.
1	Albany Street Freight,	—	—	—	\$158 19	\$4,338 35
2	Arlington,	\$816 00	6.	—	—	—
3	Boston & Chelsea,	6,820 00	6.2	—	277 73	147 18
4	Boston & West Roxbury,	—	—	—	333 00	15,340 25
5	Cambridge,	74,187 00	9.	—	3,000 00	—
6	Highland,	15,920 00	8.	\$15,837 32	9,492 61	29,969 45
7	Lowell,	—	—	475 37	d 470 73	d 178 67
8	Lynn & Boston,	—	—	5,090 19	10,497 06	13,419 67
9	Lynn City,	—	—	555 68	781 30	833 99
10	Malden & Melrose,	—	—	—	—	d 120,253 52
11	Medford & Charlestown,	—	—	—	d 2,716 80	12,820 37
12	Merrimack Valley,	—	—	—	2,614 94	33,625 11
13	Metropolitan,	112,500 00	7.5	71,941 03	35,516 71	156,660 58
14	Middlesex,	24,000 00	6.	25,128 25	5,377 59	52,216 73
15	New Bedford & Fairhaven,	—	—	1,683 81	774 22	5,658 59
16	Newburyport & Amesbury,	—	—	675 54	70 53	454 13
17	Northampton,	—	—	—	d 485 38	d 7,668 53

Abstract of Returns of Street Railway Companies—Concluded.

	STREET RAILWAYS.	NUMBER OF—				ACCIDENTS.	
		169.—Horses.	170.—Cars.	171.—Other Vehicles.	172.—Persons Employed.	173.—Fatal.	174.—Not Fatal.
1	Albany Street Freight,	—	—	—	—	—	—
2	Arlington,	—	—	—	—	—	—
3	Boston & Chelsea,	—	—	—	—	—	—
4	Boston & West Roxbury,	—	—	—	—	—	—
5	Cambridge,	—	—	—	—	—	—
6	Highland,	333	58	9	169	—	2
7	Lowell,	56	12	10	31	—	1
8	Lynn & Boston,	241	38	—	102	1	3
9	Lynn City,	15	5	3	6	—	1
10	Malden & Melrose,	—	—	—	—	—	—
11	Medford & Charlestown,	—	—	—	—	—	—
12	Merrimack Valley,	55	15	7	24	—	—
13	Metropolitan,	1,421	253	—	776	2	12
14	Middlesex,	312	63	—	171	—	1
15	New Bedford & Fairhaven,	35	8	3	17	—	—
16	Newburyport & Amesbury,	32	7	5	—	—	—
17	Northampton,	13	2	2	4	—	—

18	North Woburn,	.	.	.	.	.	.	8	3	2	3	-	-
19	Salem, ¹	.	.	.	.	.	.	-	-	-	-	-	-
20	Somerville,	.	.	.	.	.	.	-	-	-	-	-	-
21	South Boston, .	.	.	.	.	.	.	350	62	-	215	4	-
22	Springfield,	.	.	.	.	.	.	38	9	5	20	-	-
23	Stoneham,	.	.	.	.	.	.	24	6	3	9	-	-
24	Taunton, .	.	.	.	.	.	.	32	8	1	10	-	-
25	Union, .	.	.	.	.	.	.	775	114	17	321	1	2
26	Union Freight,	.	.	.	.	.	.	-	-	-	-	-	-
27	Waltham & Newton,	.	.	.	.	.	.	12	4	5	6	-	-
28	Winnisimmet, .	.	.	.	.	.	.	-	-	-	-	-	-
29	Winthrop,	.	.	.	.	.	.	14	4	-	7	-	-
30	Worcester,	.	.	.	.	.	.	51	12	-	23	-	-
31	Naumkeag, ²	.	.	.	.	.	.	52	32	-	41	-	-
.	Total, .	.	.	.	.	.	.	3,869	715	72	1,955	4	26

¹ For 6 months only.² For 7 months only.

Tabulated Comparative Results of Street Railway Companies.

	STREET RAILWAYS.	PER MILE OF ROAD OWNED.		177.—Average Cost per mile of track built by Company.	178.—Average Cost of Equipment per mile of single track operated.	179.—Average Number of Passengers per round trip.
		175.—Capital Stock paid in.	176.—Debt.			
1	Albany Street Freight,	\$80,993 52	—	\$52,987 35	\$239 11	—
2	Arlington,	8,629 44	—	8,629 44	—	—
3	Boston & Chelsea,	19,448 37	—	19,448 37	—	—
4	Boston & West Roxbury,	32,800 00	—	17,271 78	—	—
5	Cambridge,	28,022 17	\$5,099 26	28,022 17	—	—
6	Highland,	33,846 15	38,188 00	25,138 95	28,078 32	43.10
7	Lowell,	19,101 35	1,592 63	13,206 16	7,427 53	44.15
8	Lynn & Boston,	17,021 28	8,597 21	15,485 97	7,090 53	56.55
9	Lynn City,	8,043 48	6,825 36	9,523 44	3,759 26	14.08
10	Malden & Melrose,	47,285 71	4,285 71	17,213 28	—	—
11	Medford & Charlestown,	6,612 09	—	6,684 82	—	—
12	Merrimack Valley,	10,000 00	—	7,556 94	8,397 16	36.
13	Metropolitan,	33,209 35	24,897 12	16,782 57	26,960 60	39.50
14	Middlesex,	26,075 61	34,495 33	29,202 91	12,978 48	42.82
15	New Bedford & Fairhaven,	15,110 31	9,123 77	15,901 27	8,597 39	14.56
16	Newburyport & Amesbury,	5,881 89	3,789 67	9,435 80	—	39.83
17	Northampton,	15,625 00	2,575 15	14,421 87	1,242 19	17.

18	North Woburn,	\$7,806 69	\$3,271 37	\$9,780 67	\$2,346 61	16.10
19	Salem,	19,267 82	4,842 65	23,066 09	3,082 85	8.75
20	Somerville,.	—	—	26,112 44	—	—
21	South Boston,	45,778 23	9,793 28	22,672 22	32,899 29	42.
22	Springfield,	11,441 65	6,083 22	14,223 27	6,580 40	16.98
23	Stoneham,	13,043 47	—	13,043 47	2,665 79	22.15
24	Taunton,	9,779 94	1,379 06	6,769 62	7,215 16	19.89
25	Union,	—	—	—	15,150 82	41.92
26	Union Freight,	100,908 17	1,513 51	85,361 01	—	—
27	Waltham & Newton,	9,342 88	5,795 55	11,676 55	2,668 97	25.26
28	Winnisimmet,	20,000 00	—	21,000 00	—	—
29	Winthrop,	17,241 38	9,377 36	19,314 54	1,972 14	32.08
30	Worcester,	10,309 28	18,112 03	15,685 43	10,951 05	27.37
31	Naumkeag,.	8,991 65	14,977 50	—	4,675 79	8.90
	Average,	\$28,091 07	\$13,919 27	\$21,615 49	\$16,723 13	39.07

Tabulated Comparative Results of Street Railway Companies—Continued.

RANK	STREET RAILWAYS.	GROSS EARNINGS.				EXPENSES.	
		180.—Per mille of Single Track operated.	181.—Per mille run.	182.—Per Passenger carried.	183.—Per round trip.	184.—Per mille of Single Track operated.	
1	Albany Street Freight,	\$2,329 16	—	—	—	\$2,158 33	
2	Arlington,	—	—	—	—	—	
3	Boston & Chelsea,	—	—	—	—	300 61	
4	Boston & West Roxbury,	—	—	—	—	—	
5	Cambridge,	—	—	—	—	—	
6	Highland,	22,276 05	\$0.2957	\$0.0505	\$2.17	18,235 90	
7	Lowell,	6,960 70	.2692	.0594	2.62	6,959 76	
8	Lynn & Boston,	10,797 41	.3331	.0747	4.22	9,786 56	
9	Lynn City,	3,223 74	.2870	.0597	.84	2,763 82	
10	Malden & Melrose,	—	—	—	—	—	
11	Medford & Charlestown,	—	—	—	—	—	
12	Merrimack Valley,	6,684 49	.2616	.0717	2.62	6,161 50	
13	Metropolitan,	24,202 67	.3581	.0526	2.15	19,477 78	
14	Middlesex,	11,922 35	.4215	.0563	2.41	9,321 14	
15	New Bedford & Fairhaven,	7,033 76	.2736	.0605	.88	6,291 08	
16	Newburyport & Amesbury,	—	—	—	—	—	
17	Northampton,	1,969 25	.2500	.0941	1.60	2,120 93	

18	North Woburn, . . . . .	.	.	.	.	.	\$1,732 21	\$0.2786	\$0.0929	\$1 50	\$1,547 78
19	Salem, . . . . .	.	.	.	.	.	-	-	-	-	-
20	Somerville, . . . . .	.	.	.	.	.	-	-	-	-	-
21	South Boston, . . . . .	.	.	.	.	.	31,183 65	.3683	.0510	2.14	27,523 78
22	Springfield, . . . . .	.	.	.	.	.	6,160 64	.2502	.0724	1.23	5,979 42
23	Stoneham, . . . . .	.	.	.	.	.	-	-	-	-	-
24	Taunton, . . . . .	.	.	.	.	.	4,263 09	.2291	.0678	1.35	4,022 12
25	Union, . . . . .	.	.	.	.	.	15,790 14	.3887	.0664	2.78	14,303 26
26	Union Freight, . . . . .	.	.	.	.	.	6,119 95	-	-	-	-
27	Waltham & Newton, . . . . .	.	.	.	.	.	2,239 53	.3162	.0780	1.97	3,150 42
28	Winnisimmet, . . . . .	.	.	.	.	.	-	-	-	-	-
29	Winthrop, . . . . .	.	.	.	.	.	1,190 88	.2367	.0924	2.97	1,115 91
30	Worcester, . . . . .	.	.	.	.	.	8,481 30	.2865	.0652	1.78	7,528 83
31	Naumkeag, . . . . .	.	.	.	.	.	4,105 32	.1674	.0629	.56	4,127 05
	Average, . . . . .	.	.	.	.	.	\$16,275 44	\$0.3592	\$0.0586	\$2.29	\$13,334 12

Tabulated Comparative Results of Street Railway Companies—Concluded.

RANK	STREET RAILWAYS.	EXPENSES—Con.			REPAIRS PER MILE OPERATED.		
		185.—Per mile run.	186.—Per Passenger Carried.	187.—Per round Trip.	188.—Road-Bed and Track.	189.—Cars, Harnesses, Horse shoeing, etc.	190.—Keeping good the Stock of Horses.
1	Albany Street Freight,	-	-	-	-	-	-
2	Arlington,	-	-	-	-	-	-
3	Boston & Chelsea,	-	-	-	-	-	-
4	Boston & West Roxbury,	-	-	-	-	-	-
5	Cambridge,	-	-	-	-	-	-
6	Highland,	\$0.2421	\$0.0413	\$1.78	\$205 06	\$1,779 66	\$77 38
7	Lowell, . . . . .	.2692	.0594	2.62	201 91	937 73	187 73
8	Lynn & Boston, . . . . .	.3019	.0677	3.83	615 16	1,161 06	322 63
9	Lynn City, . . . . .	.2461	.0511	.72	3 61	112 46	-
10	Malden & Melrose,	-	-	-	-	-	-
11	Medford & Charlestown,	-	-	-	-	-	-
12	Merrimack Valley, . . . . .	.2400	.0660	2.41	629 03	874 75	-
13	Metropolitan, . . . . .	.2881	.0423	1.73	746 69	2,028 67	877 07
14	Middlesex, . . . . .	.3295	.0440	1.88	250 18	993 65	217 56
15	New Bedford & Fairhaven, . . . . .	.2440	.0540	.79	206 88	828 55	-
16	Newburyport & Amesbury, . . . . .	.1643	-	-	-	-	-
17	Northampton, . . . . .	.2693	.1018	1.72	101 04	126 70	21 25

18	North Woburn,	.	.	.	.	.	.	.	\$0.2490	\$0.0890	\$1.94	\$84 58	\$101 04	-
19	Salem, .	.	.	.	.	.	.	.	.1460	-	-	-	-	-
20	Somerville, .	.	.	.	.	.	.	.	-	-	-	-	-	-
21	South Boston,	.	.	.	.	.	.	.	.3250	.0450	1.89	859 64	1,148 24	\$1,992 80
22	Springfield, .	.	.	.	.	.	.	.	.2400	.0703	1 19	771 36	506 22	318 80
23	Stoneham, .	.	.	.	.	.	.	.	.3585	-	-	-	-	-
24	Taunton, .	.	.	.	.	.	.	.	.2161	.0699	1.27	244 50	244 50	-
25	Union, .	.	.	.	.	.	.	.	.3521	.0601	2.52	265 52	727 61	245 24
26	Union Freight,	.	.	.	.	.	.	.	-	-	-	-	-	-
27	Waltham & Newton,	.	.	.	.	.	.	.	.4450	.1097	2.77	622 63	252 27	-
28	Winnisimmet,	.	.	.	.	.	.	.	-	-	-	-	-	-
29	Winthrop, .	.	.	.	.	.	.	.	.2217	.0866	2.78	69 40	51 99	4 26
30	Worcester, .	.	.	.	.	.	.	.	.2544	.0579	1.58	251 57	1,112 64	297 86
31	Naumkeag, .	.	.	.	.	.	.	.	.1683	.0633	.56	171 56	651 22	306 55
	Average, .	.	.	.	.	.	.	.	\$0.2943	\$0.0480	\$1.88	\$459 68	\$1,175 70	\$467 65

Part II.

RAILROAD REPORTS,

FOR THE

YEAR ENDING SEPTEMBER 30, 1875.

REPORT

OF THE

ASHBURNHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$300,000 00	
2. Capital stock authorized by votes of company,	100,000 00	
3. Cap. st'k issued (No. of sh's, 975), am't p'd in,	97,500 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 25,)	1,870 00	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.,</i>		\$99,370 00
6. Cap. stock, <i>total amount actually realized,</i>		99,370 00
7. Cap. st'k p'd in per mile of road owned by Co.,	33,123 33	
8. Cap. st'k, No. of sh's issued not entitled to div'ds,	-	-
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.)		
10. Number of stockholders,	61	
11. Amount of stock held in Massachusetts,	99,370 00	
12. Number of stockholders in Massachusetts,	61	
DEBT.		
13. Funded debt as follows:—		
1st mort'ge b'ds, due July 1, 1885, int'st, 7 per cent,	12,000 00	
14. Total amount of funded debt,		12,000 00
15. Unfunded debt incurred for construction, equipment or purchase of property,*	596 34	
18. <i>Total debt liabilities,</i>		12,596 34
19. (Amount actually received for the same),	12,185 89	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	9,968 24	
21. Proportion of same per mile of road,	3,322 75	
22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same,	None.	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$51,383 15	
2. Bridging,	2,000 00	
3. Superstructure, including rails,	29,486 87	
4. Land, land damages and fences,	5,858 96	
5. Pass. fr'ght and water stations and wood-sheds,	4,920 29	
6. Engine-houses, car-sheds and turn-tables [included in No. 5].		
7. Machine shops,	None.	
8. Interest paid during construction, discount, &c.	None.	

* This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

9. Engineering, agencies, salaries and other expenses during construction,	\$3,670 90	
10. <i>Total expended for construction</i> ,		\$97,320 17
11. Av. cost of constr'n per mile of road built by Co.,	32,440 06	
12. Same per mile of single track built by company, not including sidings,	32,440 06	
13. Proportion of cost of constr'n for Mass.,	97,320 17	
EQUIPMENT.		
14. Locomotives (number, 1),	11,465 43	
15. Snow-plows on wheels (number,),	None.	
16. Passenger, mail and baggage cars (number, 1),	4,100 00	
17. Freight and other cars (number,),	None.	
18. Machinery and tools [included in No. 5].		
19. <i>Total for equipment</i> ,		15,565 43
20. Av. cost of equip't per mile of road operated by Co.,	5,188 48	
21. Proportion for Massachusetts,*	15,565 43	
32. WHOLE AM'T OF PERMANENT INVESTMENTS ,	112,885 60	
33. Proportion for Massachusetts,	112,885 60	
34. TOTAL PROPERTY AND ASSETS OF THE CO. ,		116,813 70
35. Am. of sink'g and cont'g't funds and their purpose,	None.	

Expenditures Charged to Property Account during the Year.

1. Main line, extension or alteration of road,	\$1,260 70
4. Land [and fences],	808 34
5. Pass'r and fr't stations, wood-sheds and water-stations,	1,213 82
16. TOTAL [and included in cost of road],	3,282 86
18. <i>Net addition to property account for the year</i> ,	3,282 86

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co.,	\$2,970 08
4. Receipts for express [included in No. 1].	
6. <i>Total receipts from passenger department</i> ,	2,970 08
7. Receipts from local freight on roads operated by this Co.,	2,888 70
8. Receipts from freight from and to other roads over roads operated by this company,	Nothing.
9. Receipts from freight over other roads as tolls, or for use of cars of this company,	Nothing.
10. <i>Total receipts from freight department</i> ,	2,888 70
11. Rec'pts as rent for use of road and equipm't, when leased,	Nothing.
12. TOTAL EARNINGS ,	5,858 78
13. Earnings per mile of road operated,	\$1,952 93
14. Earnings per mile of road operated,—computed as single track, not including sidings,	1,952 93
15. Per train mile [about], . . . . .	.626
16. Proportion for Massachusetts,	5,858 78
20. TOTAL INCOME ,	5,858 78
21. Percentage of same to capital stock and debt,	5.36
22. Percentage to means applied to constr'n, equipm't, &c.,	5.19

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,†	518 21
5. Repairs of buildings and fixtures (stations),	38 01
8. TOTAL ,	556 22
9. Proportion of same to passenger department,†	\$281 89
10. Proportion of same to freight department,†	274 33

* Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† Including labor and materials in new sidings.

‡ Computed on gross receipts from passenger and freight departments.

CLASS 2.—General Traffic Expenses.	
1. Taxes, state and local,	\$113 00
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	779 79
4. Repairs of locomotives,	109 00
8. Removing ice and snow,	183 71
9. Fuel for locomotives and cars—273 cords of wood, at \$6,	1,738 00
11. Fuel for stations and shops,	104 86
12. Oil and waste,	147 15
15. TOTAL,	3,175 51
16. Proportion belonging to passenger department,* \$1,619 61	
17. Proportion belonging to freight department,* . 1,555 90	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	60 33
4. Salaries, wages and incidentals of passenger department,	773 94
6. TOTAL,	834 27
CLASS 4.—Freight-Train Expenses.	
4. Salaries, wages and incidentals of freight department,	498 92
6. TOTAL,	498 92
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	5,064 92
8. Per mile of the road operated,	\$1,683 97
9. Per mile of single track operated, not including sidings,	1,683 97
10. Per train mile, . . . . .	.2511
11. Proportion for Massachusetts,	4,429 66
12. Percentage of expenses to income [about],	76
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$793 86
3. Net income above operat'g expenses and am't p'd for rent of road,	793 86
4. Percentage of same to capital stock and debt, 1.2	
6. Paid for interest,	632 00
7. Dividends declared,	None.
9. Balance for the year, or surplus,	161 86
10. Surplus at commencement of the year, a \$3,889 53	
Net credits during the year direct to profit and loss account,	795 97
	4,685 50
11. TOTAL SURPLUS [in contingent fund],	4,847 36
12. Paid to sinking funds in hands of trustees,	Nothing.
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$2,970 08
2. (Total receipts per train mile, \$0.317.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	281 89
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	1,619 61
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	834 27

* Computed on gross receipts from passenger and freight departments.

a Surplus at commencement of the year,	\$3,889 53
Credit by payments in aid of the road,	2,000 00
	\$5,889 53
Debtor by suspense account,	\$533 58
by loss on sale of bonds and other charges,	670 45
	1,204 03
	\$4,685 50

6. TOTAL EXPENSES,	\$2,735 77
7. (Total expenses per train mile, \$0.292.)	
8. NET EARNINGS,	234 31
9. (Net earnings per train mile, \$0.025.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$2,388 70
2. (Total receipts per train mile, \$1.543.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	274 33
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	1,555 90
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	498 92
6. TOTAL EXPENSES,	2,329 15
7. (Total expenses per train mile, \$1.244.)	
8. NET EARNINGS,	559 55
9. (Net earnings per train mile, \$0.299.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$112,885 60
Notes receivable,	1,000 00
Cash,	398 10
Unpaid subscriptions,	1,230 00
Fuel—stock on hand,	1,300 00
	<u>\$116,813 70</u>
CR.	
Capital stock,	\$99,370 00
Mortgage bonds,	12,000 00
Notes payable,	596 34
Contingent fund,	4,847 36
	<u>\$116,813 70</u>

Description of Road.	
1. Date when the road or portions thereof were opened for public use:— From Ashburnham to South Ashburnham,	January 1, 1874.
2. Length of main line of road from Ashburnham to South Ashburnham, including extension track for freight purposes,*	3 miles.
Length of main line of road in Massachusetts,	3 miles.
10. Total length of road belonging to this company,	3 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	None.
13. Aggregate length of tracks belonging to this company computed as single track,	3 miles.
21. No. of crossings of highways at grade,	7
22. No. of crossings of highways over railroad,	None.
23. No. of crossings of highways under railroad,	None.
26. No. of crossings with gates or flagmen,	None.
27. No. of crossings without gates or flagmen,	7
28. Number of railroad crossings,	None.
35. Total miles of road operated by this company,	3 miles.

* Length in all cases to be given in miles and decimals.

36. Total miles of road oper'd by this Co. in Mass.,	3 miles.
37. No. of stat'ns on all roads operated by this Co.,	3
38. Same in Massachusetts,	3
39. Miles of telegraph on line of road op'd by Co.,	None.

Rolling Stock.

	Total number.	Value.	Per mile road op- erated.	
1. Locomotives (average weight of engines in working order, 42,650 lbs.), Locomotives (maximum weight of engines in working order, 42,650 lbs.),	1	\$11,465 43	.3	
2. Tenders (average weight of tenders full of fuel and water, 30,000 lbs.), Tenders (maximum weight of tenders full of fuel and water, lbs.), (Average joint weight of engines and tend- ers, 72,650 lbs.)			1	.3
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender,	-		-	-
4. Total length of heaviest engine and tender over all,	-		-	-
5. Snow-plows (average weight, lbs.),	None	-	-	
6. Passenger cars (average weight, 26,000 lbs.), Passenger cars (maximum weight, lbs.)	1	4,100 00	.3	
7. Mail and baggage cars (av. weight, lbs.),	None	-	-	
8. Freight cars (av. weight, lbs.),		-	-	
13. Total value,		\$15,565 43		
15. Number of locomotives equipped with train brakes,	None	-	-	
16. Number of cars equipped with train brakes,	None	-	-	
17. Number of passenger cars with Miller platform and buffer,	1	-	-	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	9,360	
3. Speed of accommodation trains, including stops,	15 miles per hour.	
4. Miles run by freight trains,	1,872	
6. Speed of accommod'n fr'ght trains, includ'g stops,	12 to 15 miles per hour.	
8. Total train miles run [passenger and freight run together],	9,360	
9. No. of through pass'rs (whole length of road),	15,000	
11. Total number of passengers carried,		15,000
12. Total pass'r mileage, or pass'rs carried one mile,		37,500
14. Number of tons carried,	4,532 1567-2000	
15. Total freight mileage, or tons carried one mile,		13,596
17. Highest rate of fare per mile, for any distance,	5 cents.	
18. Lowest rate of fare per mile, for any distance (single fare),	5 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	5 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,*	5 cents.	

* After deducting all allowances for tolls, or use of cars, &c.

21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,*	None.
22. Average rate of fare per mile for all passengers,	5 cents.
23. Highest rate of freight per ton per mile, for any distance,	27 cents.
24. Lowest rate of freight per ton per mile, for any distance,	11 cents.
25. Average rate of freight per ton per mile on roads operated by this company [about],	18 cents.
27. Average number of cars in passenger trains, including baggage cars,	} 1 car only, baggage in same car.
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	No regular trains.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	98,650
31. Number of persons regularly employed by company, including officials,	No separate train.
	4

Classification of Business.		
PASSENGERS.		
3. Passengers travelling only within this State,	.	15,000
4. Total season-ticket passengers (round trip),	.	None.

* If season or commutation tickets are sold on a basis of less than one round trip per day, give the rate on such basis.

OHIO WHITNEY,
SIMEON MERRITT,
THOS. H. CLARK,
WALTER R. ADAMS,
FRANKLIN RUSSELL,
F. A. WHITNEY,
Directors of the Ashburnham Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 22, 1875. Then personally appeared Ohio Whitney, Simeon Merritt, Thos. H. Clark, Walter R. Adams, Franklin Russell and F. A. Whitney, and severally made oath to the truth of the foregoing statement by them subscribed.

WILLIAM P. ELLIS, *Justice of the Peace.*

Name and Residence of Officers.

Austin Whitney, *President*, Ashburnham. *Directors.*—Ohio Whitney, Ashburnham; Simeon Merritt, Ashburnham; George C. Winchester, Ashburnham; Walter R. Adams, Ashburnham; Thomas H. Clark, Ashburnham; Francis A. Whitney, Ashburnham. William P. Ellis, *Treasurer*, Ashburnham. William P. Ellis, *Superintendent*.

Proper Address for the Company.

ASHBURNHAM RAILROAD COMPANY, ASHBURNHAM, MASS.

REPORT

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Boston & Providence Railroad Corporation.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$133,000 00
2. Capital stock authorized by votes of company,	131,700 00
3. Cap. st'k issued (No. of sh's, 1,317), am't paid in,	131,700 00
4. Cap. st'k paid in on sh's not issued (No. of sh's,),	- -
5. Cap. stock, total am't p'd in as per books of the Co.,	131,700 00
6. Cap. st'k, total amount actually realized,	131,845 00 ^a
7. Cap. st'k p'd in per mile of road owned by Co.,	32,925 00
8. Cap. st'k, No. of sh's issued not entitled to div'ds,	None.
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.11).	
10. Number of stockholders,	38
11. Amount of stock held in Massachusetts,	131,700 00
12. Number of stockholders in Massachusetts,	38
DEBT.	
[No debt.]	
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$40,700 00
2. Bridging,	-
3. Superstructure, including rails,	32,230 21
4. Land, land damages and fences,	22,522 18
5. Pass., fr't and water stations, and wood-sheds,	18,421 57
6. Engine-houses, car-sheds and turn-tables,	8,174 83
7. Machine shops,	- -
8. Interest paid during construction, discount, &c.,	155 28
9. Engineering, agencies, salaries and other expenses during construction,	8,186 16
10. Total expended for construction,	\$130,390 23
11. Av. cost of const'n per mile of road built by Co.,	32,597 56
12. Same per mile of single track built by company, not including sidings,	32,597 56
13. Proportion of cost of const'n for Mass.,	130,390 23
EQUIPMENT.	
[None.]	

^a Premium on stock, \$145, carried to profit and loss account.

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PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	\$130,390 23	
33. Proportion for Massachusetts,	130,390 23	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		\$132,026 73
Revenue for the Year.		
11. Receipts as rents for use of road leased,		\$9,219 00
12. TOTAL EARNINGS,		9,219 00
Profit and loss—Interest received,		123 40
Rents received,		58 33
Premium on stock sold,		145 00
20. TOTAL INCOME,		9,545 73
21. Percentage to capital stock and debt,	7.25	
Expenses of Operating the Road for the Year.		
[Operated by the Boston & Providence Railroad Corporation.]		
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$9,545 73
3. Net income above operat'g expenses, and am't p'd for rent of roads,		9,545 73
4. Percentage of same to capital stock and debt,	7.25	
5. Percentage to total means applied to construction, equipment, &c.,	7.32	
6. Paid for interest,		-
7. Dividends declared, 7 per cent. for the year, amount,		9,219 00
8. Date of last dividend declared,		July 1, 1875.
9. Balance for the year, or surplus,		326 73
10. Surplus at commencement of the year,		-
11. TOTAL SURPLUS,		326 73

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Grading and masonry,	\$40,700 00
Superstructure, including rails,	32,230 21
Land, land damages, and fences,	22,522 18
Passenger and freight stations, wood-sheds and water stations,	18,421 57
Engine-houses, car-sheds, and turn-tables,	8,174 83
Interest paid during construction, discount, &c.,	155 28
Engineering, agencies, salaries, and other expenses during construction,	8,186 16
Cash on hand,	1,636 50
	\$132,026 73
CR.	
Capital stock,	\$131,700 00
Premium account,	145 00
Profit and loss, interest received,	123 40
" rents " 	58 33
	\$132,026 73

Description of Road.	
1. Date when opened for public use :— From East Attleborough to North Attleborough,	January 9, 1870.
2. Length of main line of road from East Attleborough to North Attleborough,*	4 miles.
Length of main line of road in Massachusetts,	4 miles.
10. Total length of road belonging to this company,	4 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	1 mile.
12. Same in Massachusetts,	1 mile.
13. Aggregate length of tracks belonging to this company, computed as single track, . .	5 miles.
14. Same in Massachusetts,	5 miles.
21. Number of crossings of highways at grade, .	9
22. No. of crossings of highways over railroad, .	None.
23. No. of crossings of highways under railroad, .	1
26. No. of crossings with gates or flagmen, .	1
27. No. of crossings without gates or flagmen, .	8
Mileage, Traffic, &c.	
[Included in report of Boston & Providence Railroad Corporation.]	

* Lengths in all cases to be given in miles and decimals.

H. F. BARROWS,
H. N. DAGGETT,
STEPHEN RICHARDSON,
J. R. BRONSON,
A. A. FOLSOM,
Directors of the Attleborough Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.
BRISTOL, ss. November 3, 1875. Then personally appeared H. N. Daggett, H. F. Barrows, Stephen Richardson, and severally made oath to the truth of the foregoing statement by them subscribed.
JOSEPH E. POND, JR., *Justice of the Peace.*

Name and Residence of Officers.
H. F. Barrows, *President*, North Attleborough; H. N. Daggett, *Treasurer*, Attleborough Falls; Stephen Richardson, North Attleborough; J. R. Bronson, *Clerk*, Attleborough; A. A. Folsom, Boston.

Proper Address for the Company.
ATTLEBOROUGH BRANCH RAILROAD COMPANY,
NORTH ATTLEBOROUGH, MASS.

REPORT
OF THE
BERKSHIRE RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[Leased perpetually to the Housatonic R. R. Co. of Connecticut.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$800,000 00	
2. Capital stock authorized by votes of company,	600,000 00	
3. Cap. st'k issued (No. of sh's, 6,000) ; am't p'd in,	600,000 00	
4. Cap. st'k p'd in on shares not issued (number of shares,),	-	-
5. Cap. st'k, total am't paid in as per books of the Co.,	-	\$600,000 00
6. Cap. st'k, total amount actually realized,	-	-
7. Cap. st'k p'd in per mile of road owned by Co.,	27,272 72	
8. Cap. st'k, No. of sh's issued not entitled to div'ds,	-	-
9. Par value of shares, \$100 (the average price at which shares were sold, \$).		
10. Number of stockholders,	225	
11. Amount of stock held in Massachusetts,	392,600 00	
12. Number of stockholders in Massachusetts,	124	
DEBT.		
13. Funded debt,	None.	
17. Other debts—current credit balances, &c.,	7,245 07	
18. Total debt liabilities,		7,245 07
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	-	-
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
10. Total expended for construction [supposed to be],		\$600,000 00
11. Av'ge cost of const'n per mile of road built by Co., [say],	\$27,272 72	
12. Same per mile of single track built by company, not including sidings,	27,272 72	
13. Proportion of cost of const'n for Mass.,	600,000 00	
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of Berkshire Road, 80 shares, purchased for [or say worth]†	6,000 00	
30. Total,		6,000 00
31. Property in Massachusetts (including proportion of equipment),	-	-
32. WHOLE AM'T OF PERMANENT INVESTM'TS,	606,000 00	
33. Proportion for Massachusetts,	606,000 00	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		613,612 69

† Where the investment is only temporary, and is held available to cancel debt, it need not be entered here.

Expenditures Charged to Property Account during the Year.	
18. Net addition to property account for the year,	Nothing.
Revenue for the Year.	
11. Receipts as rents for use of road and equipment, when leased,	\$42,000 00
12. TOTAL EARNINGS,	42,000 00
Dividend on 80 shares B. R. R. stock,	560 00
Interest on balance in bank,	49 48
20. TOTAL INCOME,	42,609 48
Expenses for the Year.	
1. Taxes, State,	\$6,979 50
2. General salaries, office expenses and miscellaneous,	535 45
7. TOTAL EXPENSES,	7,514 95
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$35,094 53
3. Net income above operating expenses and amount paid for rent of road,	35,094 53
4. Percentage of same to capital stock and debt,0585	
5. Percentage to total means applied to const'n, equipm't, &c.,	-
6. Paid for interest,	-
7. Dividends declared, 7 per ct. for the year [less State tax],	35,020 50
8. Date of last dividend declared,	July 10, 1875.
9. Balance for the year, or surplus,	74 03
10. Surplus at commencement of the year,	6,293 59
11. TOTAL SURPLUS,	6,367 62

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Road leased to Housatonic Railroad Company,	\$600,000 00
80 shares Berkshire Railroad Company stock,	6,000 00
Cash on hand,	7,612 69
	\$613,612 69
CR.	
Capital stock,	\$600,000 00
Surplus invested in Berkshire Railroad Stock,	6,000 00
Due stockholders,	7,245 07
Balance,	367 62
	\$613,612 69

Description of Road.	
1. Date when the road or portions thereof were opened for public use:—	
From Sheffield to West Stockbridge,	1842
2. Length of main line of road from Sheffield to West Stockbridge,*	22 miles.
Length of main line of road in Massachusetts,	22 miles.
10. Total length of road belonging to this company,	22 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2 miles.
12. Same in Massachusetts,	2 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	24 miles.
14. Same in Massachusetts,	24 miles.
17. Number of spans of bridges of 25 feet and upwards,	7

* Length in all cases to be given in miles and decimals.

19. Number of wooden bridges (ag. length, 385 feet),	7
21. Number of crossings of highways at grade,	18
27. Number of crossings at which there are neither gates nor flagmen,	18

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

[None.]

37. Number of stations,	6
38. Same in Massachusetts,	6
41. No. of telegraph offices in Co.'s stations,	3

Mileage, Traffic, &c.

[Operated by the Housatonic Railroad Company of Connecticut. For report of operation of this and other roads in Massachusetts leased by that company, see separate report of Housatonic Railroad Company.]

JOHN H. COFFING,
JOHN L. DODGE,
LORING G. ROBBINS,
DANIEL R. WILLIAMS,
Directors of the Berkshire Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. GREAT BARRINGTON, October 30, 1875. Then personally appeared John H. Coffing, John L. Dodge, L. G. Robbins and Daniel R. Williams, Directors of the Berkshire Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

F. N. DELAND, *Notary-Public.*

Name and Residence of Officers.

John H. Coffing, *President*, Van Dusenille; Daniel R. Williams, *Clerk and Treasurer*, Stockbridge; John H. Coffing, Van Dusenille; Daniel R. Williams, Stockbridge; John L. Dodge, Great Barrington; Loring G. Robbins, Great Barrington; William H. Barnum, Lime Rock, Conn., *Directors.*

Proper Address for the Company.

D. R. WILLIAMS, *Treasurer*, STOCKBRIDGE, MASS.

REPORT
OF THE
BOSTON & ALBANY RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$27,325,000 00
2. Capital stock authorized by votes of company,	20,000,000 00
3. Cap. st'k issued (No. of sh's, 200,000), am't p'd in,	20,000,000 00
4. Cap. st'k p'd in on sh's not issued, (No. of sh's,),	- -
5. Cap. st'k, total am't p'd in, as per books of the Co.,	\$20,000,000 00
6. Cap. stock, total amount actually realized,	20,129,282 50
7. Cap. st'k p'd in per mile of road owned by Co.,	80,118 57
8. Cap. st'k, No. of sh's issued not entitled to div'ds,	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100.64 6-10).	
10. Number of stockholders,	5,323
11. Amount of stock held in Massachusetts,	17,541,900 00
12. Number of stockholders in Massachusetts,	4,529
DEBT.	
13. Funded debt, as follows:—	
7 per cent. b'ds, due Feb. 1, 1892, int'st, 7 per cent.,	5,000,000 00
6 per cent. b'ds due July 1, 1895, int'st 6 per cent.,	1,000,000 00
Western R. R. b'ds, 6 per cent., due Oct. 1, 1875, int'st 6 per cent.,	246,000 00
Albany R. R. b'ds, 6 per cent., due July 1, 1876, int'st 6 per cent.,	103,000 00
14. Total amount of funded debt,	6,349,000 00
15. UNFUNDED DEBT, incurred for construction, equipment or purchase of property,*	1,161,509 75
17. Other debts,—current credit balances, &c.	1,063,606 42
18. Total debt liabilities,	8,574,116 17
19. (Amount actually received for the same),	8,778,225 14
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debit balances as do not represent permanent investments,	7,419,331 12
21. Proportion of same per mile of road,	29,721 31
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$6,300,243 69
2. Bridging,	1,121,196 65
3. Superstructure, including rails,	5,795,293 04

* This item is not to include balances due other roads, unclaimed dividends, or anything connected with the ordinary operations of the road. It refers only to debts incurred for permanent investments.

4. Land, land damages and fences,	\$5,163,889 04	
5. Passenger and freight stations, wood-sheds and water stations,	2,823,272 22	
6. Engine-houses, car-sheds and turn-tables,	516,442 53	
7. Machine shops,	777,276 23	
8. Interest paid during construction, discount, &c.,	} 1,642,298 12	
9. Engineering, agencies, salaries and other expenses during construction,		
10. <i>Total expended for construction,</i>		\$24,139,911 52
11. Av. cost of constr'n per mile of road built by Co.,	96,702 76	
12. Same per mile of single track built by company, not including sidings,	53,492 09	
13. Proportion of cost of constr'n for Mass.,*	19,794,727 44	
EQUIPMENT.		
14. Locomotives (number, 239),	1,557,870 17	
15. Snow-plows on wheels (number, 9),	} 485,800 58	
16. Passenger, mail and baggage cars (number, 244),		
17. Freight and other cars (number, 5,071),	2,409,375 03	
18. Machinery and tools,	-	
19. <i>Total for equipment,</i>		4,453,045 78
20. Av. cost of equip't per mile of road operated by Co.,	14,026 22	
21. Proportion for Massachusetts,*	3,651,496 80	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of West Stockbridge road, 260 shares, purchased for†	13,000 00	
25. Other securities, viz.: Hudson River Bridge stock, purchased for†	475,485 00	
28. Lands in Boston and Worcester,	119,678 96	
South Boston Flats,	442,722 73	
30. <i>Total,</i>		1,050,886 69
31. Property in Massachusetts (including proportion of equipment),	24,185,626 67	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,	29,643,843 99	
33. Proportion for Massachusetts,	26,123,910 17	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		32,207,704 36
35. Am. of sinking funds, and their purpose,—Albany Sinking Fund to pay Albany bonds,	132,826 22	

Expenditures Charged to Property Account during the Year.

1. Main line, extension or alteration of road,	\$204,818 21
4. Land,	225,599 39
5. Pass'r and fr't stations, wood-sheds and water-stations,	393,128 86
6. Engine-houses, car-sheds and turn-tables,	30,724 69
16. TOTAL,	854,271 15
18. <i>Net addition to property account for the year,</i>	854,271 15

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co.,	\$1,779,743 02
2. Receipts from passengers from and to other roads over roads operated by this company,	1,192,711 63
4. Receipts for express,	207,949 53
5. Receipts for mails,	115,040 50
6. <i>Total receipts from passenger department,</i>	3,295,444 68
7. Receipts from local freight on roads operated by this Co.,	2,029,538 16

* Unless some very good reason exists to the contrary, this proportion should be for the miles of road in this State compared with the whole. If made on a different basis, please state the reasons therefor.

† Where the investment is only temporary, and is held available to cancel debt, it need not be entered here.

8. Receipts from freight from and to other roads over roads operated by this company,	\$2,298,592 58
10. Total receipts from freight department,	4,328,130 74
11. Rec'pts as rents for use of road and equipm't, when leased,	10,564 56
12. TOTAL EARNINGS,	7,634,139 98
13. Earnings per mile of the road operated,	\$24,046 05
14. Earnings per mile of road operated,—computed as single track, not including sidings,	14,705 64
15. Per train mile,	1.555
16. Proportion for Massachusetts,	6,259,994 78
18. Income from rent of property other than road and equipment, specifying same,	100,984 65
19. Income from all other sources,—	
East Boston wharves and warehouses,	88,635 53
Elevator,	46,193 35
Total income, exclusive of premium account,	7,869,953 51
Premium on bonds and stock,	77,734 38
Accretions to Sinking Fund,	1,979 42
20. TOTAL INCOME,	7,949,667 31
21. Percentage to capital stock and debt,	28.89
22. Percentage of same to means applied to construction, equipment, &c.,	26.82
Percentage of income, exclusive of premium and accretions from sinking fund, to capital stock and debt,	27.82
Percentage of income, exclusive of premium and accretions from sinking fund, to construction, equipment, &c.,	26.14

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses.)

1. Repairs of road, exclusive of bridges and new rails,*	\$774,359 35
2. New iron rails, deducting old rails sold [and on hand] (number of miles, 21.8, weight per yard, 63 lbs.),	58,860 00
3. Steel rails, deducting old rails sold (number of miles, 41.51, weight per yard, 63 lbs.),	115,204 00
4. Repairs of bridges,	133,762 54
5. Repairs of buildings and fixtures (stations),	107,172 31
6. Repairs of and additions to machine-shops and machinery,	—
7. Repairs of fences, road crossings and signs,	9,010 19
8. TOTAL,	1,198,368 39
9. Proportion of same to passenger department,†	\$518,018 97
10. Proportion of same to freight department,†	680,349 42
11. Of the above total there was expended for other than ordinary repairs,	—

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	404,305 84
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	123,967 51
3. Insurance premiums and losses by fire and damages for fires set by engines,	41,851 25
4. Repairs of locomotives,	236,022 95
6. New locomotives (charged to operating expenses),	70,000 00
8. Removing ice and snow,	18,692 33
9. Fuel for locomotives and cars—13,411 cords of wood, at \$74,278.40; 100,908 tons of coal, at \$765,833.80,	840,112 20
10. Water,	13,749 00
11. Fuel for stations and shops,	26,451 31
12. Oil and waste,	71,807 39

* Including labor and materials in new sidings.

† Computed on gross receipts from passenger and freight departments.

13. Switchmen, watchmen, flag and signal men, ^a	\$193,560 46
14. Telegraph expenses,	18,628 14
15. TOTAL,	2,059,149 38
16. Proportion belonging to passenger department,*	\$890,108 54
17. Proportion belonging to freight department,*	1,169,039 84

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	145,655 92
2. New passenger, mail and baggage cars (charged to operating expenses),	44,106 46
3. Damages and gratuities, passenger,	28,672 11
4. Salaries, wages and incidentals of passenger department, ^a	639,242 10
6. TOTAL,	857,678 59

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	331,086 32
2. New freight cars charged to operating expenses,	33,906 50
3. Damages and gratuities, freight,	54,647 09
4. Salaries, wages and incidentals of freight department, ^a	837,067 61
5. Paid corporations or individuals not operating roads for use of freight cars,	-
6. TOTAL,	1,256,707 52
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	5,371,902 88
8. Per mile of the road operated,	\$16,920 44
9. Per mile of single track operated, not including sidings,	10,347 89
10. Per train mile,	1.094
11. Proportion for Massachusetts,	4,404,960 36
12. Percentage of expenses to income,	67.57

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,577,764 43
Excluding premium,	2,498,050 63
Prem'm on bonds and accretions to sink'g fund,	\$79,713 80
2. Amount paid other companies as rent for use of road, specifying each company, the amount, and basis on which rent is computed,—	
Dividend P. & N. A. R. R., \$450,000, at 6 per cent.,	27,000 00
Dividend Ware River R. R., \$750,000, at 5½ per cent.,	41,250 00
3. Net income above operat'g expenses and am't p'd for rent of road,	2,509,514 43
4. Percentage of same to capital stock and debt,	9.15
5. Percentage to total means applied to construction, equipment, &c.,	8.46
6. Paid for interest,	435,757 71
7. Dividends declared, 10 per cent. for the year, amount,	2,000,000 00
8. Date of last dividend declared,	May 15, 1875
9. Balance for the year, or surplus, ^b	73,756 72
10. Surplus at commencement of the year,	3,559,831 47
11. TOTAL SURPLUS,	3,633,588 19

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$3,295,444 68
2. (Total receipts per train mile, \$2.375.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	518,018 97
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	890,108 54

* Computed on *gross receipts* from passenger and freight departments.

^a These items have all been changed from last year, because of the transfer of station labor from No. 13, Class 2, to No. 4 of Classes 3 and 4.

^b Deducting premium on bonds and stock, \$77,734.38, and the deficit for the year is \$3,977.66.

5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	\$857,678 59
6. TOTAL EXPENSES,	2,265,806 10
7. (Total expenses per train mile, \$1.633.)	
8. NET EARNINGS,	1,029,638 58
9. (Net earnings per train mile, \$0.742.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$4,328,130 74
2. (Total receipts per train mile, \$1.259.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	680,349 42
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	1,169,039 84
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	1,256,707 52
6. TOTAL EXPENSES,	3,106,096 78
7. (Total expenses per train mile, \$0.904.)	
8. NET EARNINGS,	1,222,033 96
9. (Net earnings per train mile, \$0.355.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Cost of road and equipment,	\$28,592,957 30
South Boston flats,	442,722 73
Hudson River bridges,	475,485 00
Real estate and lands,	119,678 96
West Stockbridge Railroad,	13,000 00
Material,	1,409,075 32
Notes receivable,	72,743 48
Ledger balances due from individuals and corporations,	427,818 69
Cash,	521,396 66
Trustees Albany sinking fund,	132,826 22
	\$32,207,704 36
CR.	
By capital stock,	\$20,000,000 00
Albany City bonds,	103,000 00
Western Railroad bonds,	246,000 00
7 per cent bonds,	5,000,000 00
6 per cent bonds,	1,000,000 00
Notes payable,	1,161,509 75
Unclaimed dividends,	29,481 42
Dividend No. 16,	1,000,000 00
Dividend No. 59, P. & N. A. R. R.,	13,500 00
Dividend No. 4, W. R. R. R.,	20,625 00
Reserved fund,*	3,000,000 00
Contingent fund,*	633,588 19
	\$32,207,704 36

Description of Road.	
1. Date when the road or portions thereof were opened for public use,—	
From Boston to Worcester,	1835.

* Profit and loss.

From Worcester to Springfield,	1839.	
Springfield to Albany,	1841.	
2. Length of main line of road from Boston to to Albany,*	201.65 miles.	
Length of main line of road in Massachusetts,	162.35 miles.	
Length of main line of road in New York,	39.30 miles.	
4. Length of double track on main line,	201.65	
5. Branches owned by company†:—		
Grand Junction, single track, length,	9.30 miles.	
Brookline, " "	1.55 miles.	
Newton Lower Falls, " "	1.10 miles.	
Saxonville, " "	3.70 miles.	
Milford, " "	12 miles.	
Millbury, " "	3 miles.	
Chatham and Hudson, " "	17.33 miles.	
6. Total length of branches owned by company,		47.98 miles.
7. Total length of branches owned by Co. in Mass.,		30.65 miles.
8. Total length of branches owned by Co. in N. Y.,		17.33 miles.
10. Total length of road belonging to this company,		249.63 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	142.25 miles.	
12. Same in Massachusetts,	115.69 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,	593.53 miles.	
14. Same in Massachusetts,	471.04 miles.	
15. Total length of steel rails in tracks belonging to this company,		335.94 miles.
(Weights per yard, 63 lbs.)		
16. Total length of steel-top rails in tracks belong- ing to this company,		2.25 miles.
(Weights per yard, 63 lbs.)		
17. Number of spans of bridges of 25 feet and up- wards,	101	
18. Number of iron bridges (ag. length, 3,499 feet,),	23	
19. Number of wooden bridges (aggregate length, 5,171 feet,),	56	

20. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
West Springfield Road,	Diagonal truss,	Iron,	67 feet,	October, 1874.
Chester Road,	" "	"	66 "	" "
1st East of Chester,	" "	"	194 "	November, 1874.
Palmer Deck,	" "	"	130 " 6 in.,	December, "
1st East of West Warren,	" "	"	122 " 6 "	January, 1875.
2d East of Chester,	" "	"	221 "	" "
N. F. House, East Albany,	" "	"	179 " 2 in.,	April, "
O. F. House, East Albany,	" "	"	207 " 7 "	June, "
Makepeace, Warren,	Plate,	"	82 "	July, "
1st East of Huntington,	Diagonal truss,	"	295 "	September, "
Brook Bridge, Chester and H.,	Plate,	"	34 "	" "
Davis Cottage,	Rolled beam,	"	18 " 6 in.,	" "
Westborough Road,	" "	"	22 "	" "
	-	-	1,589 feet 3 in.,	-
21. No. of crossings of highways at grade,			236	
22. No. of crossings of highways over railroad,			72	

* Length in all cases to be given in miles and decimals.
† Whether single or double.

23. No. of crossings of highways under railroad,	45		
24. No. of highway bridges 18 feet above track,	23		
25. No. of highway bridges less than 18 feet above track,	50		
26. No. of crossings with gates or flagmen,	42		
27. No. of crossings without gates or flagmen,	195		
28. No. of railroad crossings at grade, specifying each,	10		
30. No. of railroad crossings under other railroads, specifying each,	1		
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.			
31. Name, description and length of each,—			
Pittsfield & North Adams R. R., length,	18.65 miles.		
Ware River R. R., length,	49.20 miles.		
32. Total length of above roads,		67.85 miles.	
33. Total length of above roads in Massachusetts,		67.85 miles.	
35. Total miles of road operated by this company,		317.48	
36. Total miles of road oper'd by this Co. in Mass.,		260.85	
37. No. of stat'ns on all roads operated by this Co.,	102		
38. Same in Massachusetts,	88		
41. No. of telegraph offices in company's stations,	55		
42. No. of telegraph stations operated by this Co.,	50		
43. No. of telegraph stations operated jointly by railroad and telegraph company,	5		

Rolling Stock.

	Total number.	Value.	Per mille road operated.
1. Locomotives (average weight of engines in working order, 30 tons),	239	\$1,557,870 17	.75
Locomotives (maximum weight of engines in working order, 33 tons),			
2. Tenders (average weight of tenders full of fuel and water, tons),	239		
Tenders (maximum weight of tenders full of fuel and water, 20 tons),			
(Average joint weight of engines and tenders, 50 tons.)			
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 39 ft. 3 in.)			
4. (Total length of heaviest engine and tender over all, 46 ft. 3 in.)			
5. Snow-plows (average weight, 15 tons.),	9	485,800 58	.028
6. Passenger cars (average weight, 18 tons),	190		.60
Passenger cars (maximum weight, 24 tons),	—		—
7. Mail and baggage cars (aver. weight, 16 tons),	54	2,409,375 03	.17
8. 8-wheel box freight cars (av. weight, 9 tons),	2,851		8.98
10. 8-wheel platform cars (av. weight, 6 tons),	561		1.76
8-wheel platform coal cars (av. weight 7 tons),	1,150		3.62
12. Other cars (coal, gravel, &c.),	509		1.60
13. Total value,		\$4,453,045 78	

Rolling Stock—Continued

	Total number.	Value.	Per mile road operated.
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	4,816	-	15.17
15. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse and vacuum.)	49	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse and vacuum.)	214	-	-
17. Number of passenger cars with Miller platform and buffer,	226	-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	1,387,240		
2. Rate of speed of express passenger trains, including stops,	33 miles per hour.		
3. Speed of accommodation trains, including stops,	25 miles per hour.		
4. Miles run by freight trains,	3,438,576		
5. Speed of express freight trains, including stops,	12 miles per hour.		
7. Miles run by other trains,	83,400		
8. Total train miles run,	4,909,216		
9. No. of through pass'rs (whole length of road),	66,261		
10. No. of local passengers (over part of road),	5,898,216		
11. Total number of passengers carried,	5,964,477		
12. Total pass'r mileage, or pass'rs carried one mile,	119,720,916		
13. Passenger mileage to and from other roads,	48,935,783		
14. Number of tons carried,	2,439,472		
15. Total freight mileage, or tons carried one mile,	282,309,789		
16. Freight mileage to and from other roads,	196,027,789		
17. Highest rate of fare per mile, for any distance,	5 cents.		
18. Lowest rate of fare per mile, for any distance (single fare),	1.3 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.65 cents.		
20. Average rate of fare per mile received from passengers to and from other roads,	2.43 cents.		
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.02 cents.		
22. Average rate of fare per mile for <i>all</i> passengers,	2.48 cents.		
23. Highest rate of freight per ton per mile, for any distance,	53 cents.		
24. Lowest rate of freight per ton per mile, for any distance, . . . . .	.5 cent.		
25. Av. rate of fr'ght per ton per mile on roads operated by this Co. [local, 2.35 ; total, 1.53],	2.35 cents.		
26. Average rate of freight per ton per mile to and from other roads,	1.17 cents.		
27. Average number of cars in passenger trains, including baggage cars,	6		
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	18		
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	156 tons.		

30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	212 tons.
31. Number of persons regularly employed by company, including officials,	4,935

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,	86,238
2. Passengers going to other States,	92,075
3. Passengers travelling only within this State,	5,786,164
4. Total season-ticket passengers (round trip),	1,321,061
5. Passengers to Boston (including season),	2,091,480
6. Passengers from Boston (including season),	1,713,525
7. Season-ticket passengers to and from Boston (one round trip daily),	1,262,248

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	1	3	1	3
Employés,	—	—	7	27	7	27
Others,	—	—	19	12	19	12

Statement of Each Accident.

September 7, 1874.—Unknown man, struck by train near Brighton; slightly injured.

September 13.—J. T. Heath, employé, fell from train; slightly injured.

October 14.—Edward S. Hosley, employé, caught his foot in frog at Hinsdale; was killed.

October 19.—William Wilson, run over near Saxonville, crushing arm and leg. Intoxicated.

October 21.—Unknown man, walking on track near Hinsdale, struck by train; died same day.

October 22.—George Curtis, employé, arm broken coupling cars at Cottage Farm.

October 24.—Moses F. Clark, getting on a moving switch train in Boston; collar-bone broken.

October 27.—John Crowley, employé, coupling cars at Natick; arm injured.

November 8.—T. H. O'Brien, jumped from train between Cordaville and Southville, and was killed.

November 25.—William H. Norwood, walking on track near East Brookfield; run over and killed.

November 30.—William S. Chapin, employé, fell from train in West Springfield yard; run over and killed.

December 8.—Charles Holbrook, employé, coupling cars at Cottage Farm; run over and killed.

January 6, 1875.—John Morgan, standing on track near Chester, struck by train and killed.

January 14.—B. F. Crosby, employé, fell from train at Westfield, injuring back and foot.

January 15.—Robert Gallagher, employé, fell from engine on Grand Junction Railroad ; slightly injured.

January 18.—George Ross, employé, switching at East Cambridge, fell from car ; slightly injured.

January 20.—Mike Sullivan, employé, switching at Back Bay, was run over ; lost one arm.

January 25.—George Hollis, employé, fell from car at South Framingham, and slightly injured.

January 27.—Thomas Kelley, getting on train at West Brookfield ; slightly injured. Intoxicated.

January 30.—Charles Palmer, employé, caught between car and engine at West Springfield yard ; slightly injured.

February 1.—James E. Wiggins claimed to be injured while passing from one car to another ; train in motion.

February 2.—Mrs. Pierce, walking on track between Berkshire and Coltsville, struck by engine ; one leg broken.

February 4.—Unknown man found dead at second bridge west of Tatham ; supposed to have been killed by train.

February 25.—William Cass, employé, fell from train east of Worcester ; run over, lost right arm.

February 25.—M. Sullivan, employé, coupling cars at South Framingham, arm injured.

March 9.—Fred Webb, getting on freight train, fell ; foot crushed.

March 10.—P. McDonough, employé, coupling cars at Boston, one finger taken off.

March 11.—Barney Rice, employé, coupling cars at Ashland, arm injured.

March 12.—George Twitchell, standing on track near Ashland, struck by train and died next day.

March 16.—Charles Winchester, employé, struck by Brighton bridge, slightly injured.

March 19.—Peter Morrison, employé, coupling cars at Worcester, slightly injured.

March 23.—Nelson Williams, walking on track near Richmond, struck by train ; one leg broken.

April 5.—J. McDonald, employé, coupling cars at Village Place, arm slightly injured.

April 5. Mark Harrington, getting on moving freight train in Boston, run over and killed.

April 8.—C. W. Fields, employé, fell from freight train in West Springfield yard ; slightly injured.

April 10.—William Welch, getting on moving freight train at Pittsfield, run over, and died the 11th.

April 17.—William Dunan, walking on track near North Adams, struck by engine and killed.

May 4.—William Kelley, lying on track at Springfield, run over and killed.

May 9.—Frederick Stevens, employé, fell from freight train near Palmer, run over and killed.

May 12.—Charles Barnard, employé, coupling cars at South Framingham, arm injured.

May 17.—L. E. Smiledge, found on track in Boston; supposed to have been struck by Needham train; died same day.

May 27.—George Ferguson, employé, fell from beam in freight house; injured.

May 27.—John Larey, employé, injured on head by a stone thrown by some unknown person near Westborough.

May 28.—D. Donovan, struck by engine in Boston; not seriously hurt.

June 4.—H. Porter, employé, passing over train at South Framingham, fell; slightly injured.

June 4.—William Manning, employé, coupling cars at Boston, injured.

June 9.—John Linnahan, walking on track in Boston, run over and killed.

June 9.—Lawrence Bible, employé, stopping freight car at Springfield, slightly injured.

June 10.—J. Wallace, employé, unloading poles at West Newton, wrist broken.

June 16.—Unknown man, passenger, injured looking out of window at Mansfield Crossing.

June 16.—John Goddard, getting on switch train at Westborough, injured. Intoxicated.

June 25.—Ezra Cheney, walking on track at Chester, struck by engine and killed.

June 29.—A. F. Bruce, employé, caught his foot in guard rail in Boston; run over; died next day.

July 1.—Cornelius Killiher, child, sitting on track at Brookfield, run over and killed.

July 9.—Dennis Cronan, employé, fell through hatchway into coal pocket, East Boston, and killed.

July 17.—George Parker, employé, fell from freight train in West Springfield yard; leg broken.

July 20.—N. McCrearey, employé, unloading marble in freight house, Boston, leg broken.

July 22.—Unknown man, struck by train at Park's Corner, slightly injured. Intoxicated.

July 29.—Unknown man, walking on track near Park's Corner, struck by train and killed.

August 3.—James Kearnes, found on track near Westfield; supposed to have been killed by night train.

August 7.—Michael Casey, walking on track near State line, struck by engine and killed.

August 12.—Daniel Chapman, employé, fell from freight train at West Brimfield; badly injured.

August 16.—R. H. White, found on track east of Natick; supposed to have been struck by train; slightly injured.

August 16.—Ransom Dunham, walking on track east of Springfield, struck by night train and killed.

August 21.—Matilda Maher, walking on track in Natick, struck by engine and killed.

August 22.—McIntyre, asleep on track near Westborough, struck by engine; slightly injured.

September 11.—James Devine, employé, found dead east of Westborough; supposed to have been run over.

September 15.—John O'Rourke, walking on track near Jamesville, run over and killed.

September 17.—Mary Brooks, jumped from moving train in Boston, not seriously injured.

C. W. CHAPIN,
FRANCIS B. HAYES,
J. H. CHADWICK,
MOSES KIMBALL,
GINERY TWICHELL,
GEO. O. CROCKER,
EDWARD B. GILLETT,
HENRY COLT,
L. R. NORTON,
D. WALDO LINCOLN,
IGNATIUS SARGENT,

Directors of the Boston & Albany Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared C. W. Chapin, Francis B. Hayes, J. H. Chadwick, Moses Kimball, Ginery Twichell, George O. Crocker, Edward B. Gillett, Henry Colt, L. R. Norton, D. Waldo Lincoln and Ignatius Sargent, and severally made oath to the truth of the foregoing statement by them subscribed. CHAS. E. STEVENS, *Justice of the Peace.*

Name and Residence of Officers.

Chester W. Chapin, *President*, Springfield; D. Waldo Lincoln, *Vice-President*, Worcester; William Bliss, *General Manager*, Springfield; Charles E. Stevens, *Treasurer*, Boston; Charles O. Russell, *Superintendent*, Springfield; James A. Rumrill, *Secretary*, Springfield.

Proper Address for the Company.

BOSTON & ALBANY RAILROAD COMPANY, SPRINGFIELD, MASS., OR
BOSTON, MASS.

R E P O R T

OF THE

BOSTON, BARRE & GARDNER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$1,200,000 00	
2. Capital stock authorized by votes of company,	900,000 00	
3. Cap. st'k issued (No. of sh's, 8,505), am't p'd in,	850,500 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 344,)	16,901 73	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.,</i>		\$867,401 73
6. Cap. stock, <i>total amount actually realized,</i>		867,401 73
7. Cap. st'k p'd in per mile of road owned by Co.,	23,829 72	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.)		
10. Number of stockholders,	234	
11. Amount of stock held in Massachusetts,	865,864 00	
12. Number of stockholders in Massachusetts,	230	
DEBT.		
13. Funded debt as follows:—		
1st mort'ge b'ds, due April 1, 1893, int'st, 7 per cent.,	227,000 00	
14. Total amount of funded debt,		227,000 00
15. Unfunded debt incurred for construction, equipment or purchase of property [secured in part by pledge of first mortgage bonds to the amount of \$173,000, issued in addition to the amount included in statement of funded debt],	216,479 67	
17. Other debts—current credit balances, &c.,	6,475 59	
18. <i>Total debt liabilities,</i>		449,955 26
19. (Amount actually received from the same),	438,321 01	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	413,758 64	
21. Proportion of same per mile of road,	11,367 00	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$506,901 12	
2. Bridging,	8,147 52	
3. Superstructure, including rails,	359,355 59	
4. Land, land damages and fences,	108,954 14	
5. Pass., fr'ght and water stations and wood-sheds,	48,318 71	
6. Engine-houses, car-sheds and turn-tables,	8,463 22	

7. Machine shops,	\$1,237 93	
8. Interest paid during construction, discount, &c.	24,275 44	
9. Engineering, agencies, salaries and other ex- penses during construction,	57,800 49	
10. Total expended for construction,		\$1,123,454 16
11. Av. cost of constr'n per mile of road built by Co.,	30,864 13	
12. Same per mile of single track built by com- pany, not including sidings,	30,864 13	
13. Proportion of cost of constr'n for Mass.,	1,123,454 16	
EQUIPMENT.		
14. Locomotives (number, 6),	52,528 30	
15. Snow-plows on wheels (number, 2),	2,348 20	
16. Passenger, mail and baggage cars (number, 11),	36,203 52	
17. Freight and other cars (number, 85),	54,288 07	
18. Machinery and tools,	7,993 90	
19. Total for equipment,		153,361 99
20. Av. cost of equip't per mile of road operated by Co.,	2,777 29	
21. Proportion for Massachusetts,	114,479 92	
PROPERTY PURCHASED AND ON HAND, NOT INCLUD- ED IN THE FOREGOING ACCOUNTS. [None.]		
32. WHOLE AM'T OF PERMANENT INVESTMENTS,	1,276,816 15	
33. Proportion for Massachusetts,	1,276,816 15	
34. TOTAL PROPERTY AND ASSETS OF THE Co.,		1,334,317 25

Expenditures Charged to Property Account during the Year.		
1. Main line, extension or alteration of road,		\$8,010 02
4. Land,		4,581 04
5. Pass'r and fr't stations, wood-sheds and water-stations,		3,962 48
6. Engine-houses, car-sheds and turn-tables,		37 41
7. New locomotives,		8,500 00
9. New passenger cars,	}	5,806 00
10. New mail and baggage cars,		
11. New freight cars,		1,200 00
12. Machine-shops, machinery and tools,		1,396 66
15. Discount and brokerage and bonds,		11,624 25
16. TOTAL,		45,127 86
17. Property sold and credited property account during the year, 1 steam excavator, \$5,000 00 1 locomotive, 1,000 00		6,000 00
18. Net addition to property account for the year,		39,127 86
Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,		\$53,805 20
2. Receipts from passengers from and to other roads over roads operated by this Co.,		22,041 30
4. Receipts for express,		5,880 47
5. Receipts for mails,		4,373 50
6. Total receipts from passenger department,		86,100 47
7. Receipts from local freight on roads operated by this Co.,		41,014 56
8. Receipts from freight from and to other roads over roads operated by this company,		23,535 65
10. Total receipts from freight department,		64,550 21
12. TOTAL EARNINGS,		150,650 68
13. Earnings per mile of road operated,	\$2,728 19	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	2,728 19	
15. Per train mile, . . . . .	.982	

16. Proportion for Massachusetts,	\$127,187 07	
18. Income from rent of property other than road and equip- ment, [lands and houses],		\$1,106 89
20. TOTAL INCOME,		151,757 57
21. Percentage of same to capital stock and debt,	11.845	
22. Percentage to means applied to constr'n, equipm't, &c., 11.886		

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$19,281 40
4. Repairs of bridges,	249 71
5. Repairs of buildings and fixtures (stations),	328 98
7. Repairs of fences, road crossings and signs,	96 55
8. TOTAL,	19,956 64
9. Proportion of same to passenger department,*	\$11,405 70
10. Proportion of same to freight department,*	8,550 94

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	1,308 11
2. General salaries, office expenses and miscellaneous, not em- braced in Classes 3 and 4,	6,733 11
3. Insurance premiums and losses by fire and damages for fires set by engines,	783 94
4. Repairs of locomotives,	3,088 03
5. Repairs of snow-plows,	564 55
8. Removing ice and snow,	373 47
9. Fuel for locomotives and cars—4,094 cords of wood, cost \$17,228.97 ; 320½ tons coal, cost \$2,296.85,	19,525 82
10. Water [included in Classes 3 and 4, No. 4].	
11. Fuel for stations and shops [included in Classes 3 and 4, No. 4].	
12. Oil and waste,	1,543 87
13. Switchmen, watchmen, flag and signal men [in Classes 3 and 4, No. 4].	
14. Telegraph expenses [in No. 2].	
15. TOTAL,	33,920 90
16. Proportion belonging to passenger department,	\$19,386 61
17. Proportion belonging to freight department,	14,534 29

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	2,268 51
3. Damages and gratuities, passenger,	97 50
4. Salaries, wages and incidentals of passenger department,	20,807 40
6. TOTAL,	23,173 41

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	2,470 52
3. Damages and gratuities, freight,	43 50
4. Salaries, wages and incidentals of freight department,	25,730 40
6. TOTAL,	28,244 42
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	105,295 37
8. Per mile of the road operated,	\$1,906 83
9. Per mile of single track operated, not includ- ing sidings,	1,906 83
10. Per train mile, . . . . .	.686
11. Proportion for Massachusetts,	90,894 75
12. Percentage of expenses to income,	69.384

* Computed on *gross receipts* from passenger and freight departments.

Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$46,462 20
2. Amount paid other companies as rent, &c.,— Joint use of 2.82 miles of track of Worcester & Nashua Railroad Co., for passenger trains, at \$450 per month, . . .	5,400 00
Rent of Monadnock Railroad, at \$12,000 per annum, eleven months' rent paid, . . .	11,000 00
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	30,062 20
4. Percentage of same to capital stock and debt, . . . 2.346	
5. Percentage to total means applied to construction, equipment, &c., 2.354	
6. Paid for interest,	26,894 63
9. Balance for the year, or surplus,	3,167 57
10. Surplus at commencement of the year,— Charged to constr'n and credited to profit and loss, \$7,223 19 Discount on bonds in 1874, 6,569 50	
	13,792 69
11. TOTAL SURPLUS,	16,960 26
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Rev- enue for the Year," No. 6,	\$86,100 47
2. (Total receipts per train mile, \$0.747.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	11,405 70
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	19,386 61
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	23,173 41
6. TOTAL EXPENSES,	53,965 72
7. (Total expenses per train mile, \$0.468.)	
8. NET EARNINGS,	32,134 75
9. (Net earnings per train mile, \$0.279.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$64,550 21
2. (Total receipts per train mile, \$1.947.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	8,550 94
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	14,534 29
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	28,244 42
6. TOTAL EXPENSES,	51,329 65
7. (Total expenses per train mile, \$1.548.)	
8. NET EARNINGS,	13,220 56
9. (Net earnings per train mile, \$0.399.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.

Cost of road and equipment,	\$1,276,816 15
Materials on hand for repairs and operation of road,	21,304 48
Cash,	27,829 80
Due from United States Post-Office Department,	476 54
Due from station agents,	7,890 28
	<hr/>
	\$1,334,317 25

	CR.
Capital stock,	\$867,401 73
Funded debt,	227,000 00
Unfunded debt,	216,479 67
Due sundry persons and corporations,	6,475 59
Surplus earnings,	16,960 26
	<hr/> \$1,334,317 25

Description of Road.	
1. Date when opened for public use:—	
From Worcester to Gardner,	September 4, 1871.
From Gardner to Winchendon,	January 1, 1874.
2. Length of main line of road from Worcester to Winchendon,	36.4
Length of main line of road in Massachusetts,	36.4
10. Total length of road belonging to this company,	36.4
11. Aggregate length of sidings and other tracks not above enumerated,	3.25
12. Same in Massachusetts,	3.25
13. Aggregate length of tracks belonging to this company computed as single track,	39.65
14. Same in Massachusetts,	39.65
17. Number of spans of bridges of 25 feet and upwards,	3
18. Number of iron bridges (aggregate length, 219 feet),	8
21. No. of crossings of highways at grade,	42
22. No. of crossings of highways over railroad,	3
23. No. of crossings of highways under railroad,	1
24. Number of highway bridges 18 feet above track,	3
27. No. of crossings without gates or flagmen,	42
28. Number of railroad crossings at grade,	3
[Worcester & Nashua, at Worcester; Vermont & Mass., at Gardner; Cheshire, at Winchendon.]	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
31. Passenger trains run over a portion of Worcester & Nashua Railroad, length,	2.82 miles.
Monadnock Railroad,	16 miles.
32. Total length of above roads,	18.82 miles.
33. Total length of above roads in Massachusetts,	4.82 miles.
34. Total length of above roads in New Hampshire,	14 miles.
35. Total miles of road operated by this company,	55.22
36. Total miles of road oper'd by this Co. in Mass.,	41.22
37. No. of stat'ns on all roads operated by this Co.,	17
38. Same in Massachusetts,	14
39. Miles of telegraph on line of road op'd by Co.,	36.4
41. No. of telegraph offices in Co.'s stations,	7
42. No. of telegraph stations operated by this Co.,	5
43. No. of telegraph stations operated jointly by railroad and telegraph company,	2

Rolling Stock.

	Total number.	Value.	Per mile road op- erated.
1. Locomotives (average weight of engines in working order, 26.2 tons), Locomotives (maximum weight of engines in working order, 31 tons),	6	\$52,528 30	.1086
2. Tenders (average weight of tenders full of fuel and water, 16.4 tons), Tenders (maximum weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 43 tons),			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 40 feet 10 in.	6	Included above.	.1086
4. Total length of heaviest engine and tender over all, 50 feet 3 in.			
5. Snow-plows (average weight, 12 tons),	2	2,348 20	.0362
6. Passenger cars (average weight, 18 tons), Passenger cars (maximum weight, 18½ tons),	7 -	26,897 52 -	.1267 -
7. Mail and baggage cars (av. weight, 17 tons),	4	9,306 00	.0724
8. 8-wheel box freight cars (av. weight, 9 tons),	40	31,962 50	.7243
10. 8-wheel platform cars (av. weight, 8 tons),	24	12,745 00	.4346
12. Other cars [coal, gravel, &c.],	21	9,580 57	.3803
13. Total value,		\$145,368 09	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	75	-	1.3522
15. No. of locomotives equip'd with train brakes,	None	-	-
16. No. of cars equip'd with train brakes,	None	-	-
17. No. of passenger cars with Miller platform and buffer,	None	-	-

Mileage, Traffic, &c.			
1. Miles run by passenger trains,	115,228		
2. Speed of express pass'r trains, including stops,	26 miles.		
3. Speed of accommodation trains, including stops,	22 miles.		
4. Miles run by freight trains,	33,160		
5. Speed of express fr'ght trains, including stops,	14 miles.		
6. Speed of accommod'n fr'ght trains, includ'g stops,	11 miles.		
7. Miles run by other trains [gravel and wood], ab't	5,000		
8. Total train miles run,		153,388	
9. No. of through pass'rs (whole length of road),	12,132		
10. No. of local pass'rs (over part of road),	128,700		
11. Total number of passengers carried,		140,832	
12. Total pass'r mileage, or pass'rs carried one mile,		2,359,381	
13. Passenger mileage to and from other roads,	673,695		
14. Number of tons carried,	64,584		
15. Total freight mileage, or tons carried one mile,		1,534,063	
16. Freight mileage to and from other roads,	878,006		
17. Highest rate of fare per mile, for any distance,	6.67 cents.		
18. Lowest rate of fare per mile, for any distance (single fare),	2 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.5 cents.		
20. Average rate of fare per mile received from passengers to and from other roads,*	3.3 cents.		
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.2 cents.		

* After deducting all allowances for tolls, or use of cars, &c.

22. Average rate of fare per mile for <i>all</i> passengers,	3.23 cents.
23. Highest rate of freight per ton per mile, for any distance,	23 cents.
24. Lowest rate of freight per ton per mile, for any distance,	.75 cent.
25. Average rate of freight per ton per mile on roads operated by this company,	5.14 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.32 cents.
27. Average number of cars in passenger trains, including baggage cars,	3
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	17
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	94
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	197
31. Number of persons regularly employed by company, including officials,	113

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	10,868
2. Passengers going to other States,	8,234
3. Passengers travelling only within this State,	121,370
4. Total season-ticket passengers (round trip),	12,957

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	1	—	1
Others,	—	—	1	1	1	1

Statement of each Accident.

July 12, 1875.—Cyril Pike, while crossing the track with a horse and wagon, at Thomas Street, Worcester, was struck by a passing train, and slightly injured.

August 12.—J. D. Boynton, brakeman on freight train, was injured while coupling cars at Gardner station, so that amputation of his right arm became necessary.

August 28.—John Clary, while walking on the track near Winchendon, was run over by the 4.25 P.M. train from Winchendon, and died the same day.

GINERY TWICHELL,
STEPHEN SALISBURY,
LEVI HEYWOOD,
W. W. RICE,
CALVIN FOSTER,
LEWIS BARNARD,
WM. H. MORSE,
I. N. ROSS,

Directors of the Boston, Barre & Gardner Railroad Corporation

5

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 2, 1875. Then personally appeared Ginery Twichell, Stephen Salisbury, Levi Heywood, W. W. Rice, Calvin Foster, Lewis Barnard, Wm. H. Morse and I. N. Ross, and severally made oath to the truth of the foregoing statement by them subscribed.

WM. E. STARR, *Justice of the Peace.*

Name and Residence of Officers.

Directors.—Stephen Salisbury, of Worcester; Levi Heywood, of Gardner; Ginery Twichell, of Brookline; Calvin Foster, of Worcester; Wm. W. Rice, of Worcester; Lewis Barnard, of Worcester; Clark Jillson, of Worcester; Isaac N. Ross, of Holden; Wm. H. Morse, of Worcester; Charles Heywood, of Gardner; Nelson D. White, of Winchendon.

Ginery Twichell, of Brookline, *President*; Charles Heywood, of Gardner, *Vice-President*; Isaac N. Ross, of Holden, *Superintendent*; Wm. E. Starr, of Worcester, *Clerk and Treasurer*; J. C. Spaulding, of Holden, *General Ticket Agent*; H. H. Marshall, of Worcester, *General Freight Agent*.

Proper Address for the Company.

BOSTON, BARRE & GARDNER RAILROAD CORPORATION,
WORCESTER, MASS.

REPORT

OF THE

BOSTON, CLINTON & FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$2,103,800 00
2. Capital stock authorized by votes of company,	1,172,600 00
3. Cap. st'k issued (No. of sh's, 10,409 pref., 1,096 com., 221 guar.), am't paid in, ^a	1,172,600 00
5. Cap. stock, total am't p'd in as per books of the Co.,	\$1,172,600 00
7. Cap. st'k p'd in per mile of road owned by Co.,	18,286 73
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	503
11. Amount of stock held in Massachusetts,	1,167,300 00
12. Number of stockholders in Massachusetts,	483
DEBT.	
13. Funded debt, as follows:—	
1st mort'ge b'ds, due July 1, 1884, int'st, 6 per ct.,	400,000 00
1st mort'ge b'ds, due Jan. 1, 1890, int'st, 7 per ct.,	252,000 00
2d mort'ge b'ds, due Jan. 1, 1889, int'st, 7 per ct.,	247,600 00
Equip. notes, due July 1, 1889, int'st, 7 per ct.,	300,000 00
Equip. notes, due April 1, 1881, int'st, 8 per ct.,	100,000 00
Equip. notes, due April 1, 1882, int'st, 8 per ct.,	250,000 00
Equip. notes, due Oct. 1, 1883, int'st, 8 per ct.,	250,000 00
Equip. notes, due Oct. 1, 1881, int'st, 8 per ct.,	270,000 00
14. Total amount of funded debt,	2,069,600 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	46,000 00
Equipment of New Bedford R. R., ^b	474,504 10
Equipment of Framingham & Lowell R. R., ^b	182,062 00
17. Other debts—current credit balances, &c.,	347,171 06
18. Total debt liabilities,	3,119,337 16
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debit-balances as do not represent permanent investments,	2,777,980 55
21. Proportion of same per mile of road,	43,322 68
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$738,720 93
2. Bridging,	46,254 51

^a By the terms of consolidation, the stock of the Mansfield & Framingham R. R. was exchanged for the common stock of this company; holders of all common stock had the option to exchange the same for the preferred stock, and 2,329 shares of the Mansfield & Framingham R. R., 1,369 shares of the Agricultural Branch common, and 379 shares of the Agricultural Branch guaranteed stock were exchanged for the preferred stock of this company.

^b Payable at termination of lease, and not bearing interest.

3. Superstructure, including rails,	\$833,317 39	
4. Land, land damages and fences,	218,883 02	
5. Pass., fr't and water stations, and wood-sheds,	}	133,669 94
6. Engine-houses, car-sheds and turn-tables, . .		
7. Machine shops,		
8. Interest paid during construction, discount on bonds, &c.,	160,225 82	
9. Engineering, agencies, salaries and other expenses during construction,	157,687 54	
10. Total expended for construction,		\$2,288,759 15
11. Av. cost of const'n per mile of road built by Co.,	35,693 26	
12. Same per mile of single track built by company, not including sidings,	34,613 66	
13. Proportion of cost of const'n for Mass., . . .	2,288,759 15	
EQUIPMENT.		
14. Locomotives (number, 41),	}	487,034 33
15. Snow-plows on wheels (number, 6),		
16. Passenger, mail and baggage cars (number, 90), .		
17. Freight and other cars (number, 922½), . . .	281,504 33	
18. Machinery and tools,	661,511 24	
19. Total for equipment,	31,228 74	1,461,278 64
20. Average cost of equipment per mile of road operated by company,	9,931 05	
21. Proportion for Massachusetts,	9,931 05	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of B., C. & F. R. R., 1,250 shares, purchased for a	125,000 00	
28. Lands in Fitchburg,	115,916 07	
30. Total,		240,916 07
31. Property in Massachusetts (including proportion of equipment,)	1,702,194 71	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		3,990,953 86
33. Proportion for Massachusetts,	3,990,953 86	
34. TOTAL PROPERTY AND ASSETS OF THE CO., . . .		4,588,197 39
35. Amount of sinking and contingent funds, and their purpose,	21,240 23	

Expenditures Charged to Property Account during the Year.	
7. Locomotives,	\$12,000 00
10. New mail and baggage cars,	10,000 00
11. Freight cars,	2,000 00
13. Purchase of other roads [consolidation of M. & F. R. R.], .	879,327 15
15. Paid for exch'ge of M. & F. stock for B., C. & F. pref'd stock, Framingham & Lowell R. R. Equipment,	50,000 00
16. TOTAL,	182,062 00
18. Net addition to property account for the year,	1,135,389 15

Revenue for the Year.		
1. Receipts from local passengers on roads operated by this company,	}	\$466,448 17
2. Receipts from passengers from and to other roads over roads operated by this company,		
4. Receipts for express,		20,487 25
5. Receipts for mails,		13,477 35
6. <i>Total receipts from passenger department,</i>		500,412 77
7. Receipts from local freight on roads operated by this Co.,	}	597,742 23
8. Receipts from freight from and to other roads over roads operated by this company,		

a Acquired by consolidation.

10. Total receipts from freight department,	\$597,742 23
12. TOTAL EARNINGS,	1,098,155 00
13. Earnings per mile of road operated,	\$7,458 11
14. Earnings per mile of road operated,—computed as single track, not including sidings,	7,358 16
15. Per train mile,	1,272 00
16. Proportion for Massachusetts,	1,098,155 00
19. Income from all other sources,—	
Dividends,	5,550 00
Rents,	15,749 25
Miscellaneous receipts,	63 24
20. TOTAL INCOME,	1,119,517 49
21. Percentage to capital stock and debt,	28.3
22. Percentage to means applied to construction, equip- ment, &c.,	28.

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$80,663 32
2. New iron rails, deducting old rails sold and on hand (number of miles, . . . , weight per yard, 60 lbs.),	55,383 67
3. Steel rails, deducting old rails sold (number of miles, 7 141-5,280; weight per yard, 62 lbs.),	
4. Repairs of bridges,	1,073 60
5. Repairs of buildings and fixtures (station),	12,936 85
6. Repairs of and additions to machine-shops and machinery,	1,717 58
7. Repairs of fences, road crossings, and signs,	142 62
8. TOTAL,	151,917 64
9. Proportion of same to passenger department,*	\$69,226 59
10. Proportion of same to freight department,*	82,691 05

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	25,696 18
2. General salaries, office expenses and miscellaneous, not em- braced in Classes 3 and 4,	25,777 27
3. Insurance premiums and losses by fire and damages for fires set by engines,	12,585 05
4. Repairs of locomotives,	55,024 70
8. Removing ice and snow,	1,127 51
9. Fuel for locomotives and cars, 2,365 cords of wood, cost \$13,155.59; 16,257 tons of coal, cost \$122,927.50,	136,083 09
10. Water,	1,487 26
12. Oil and waste,	16,973 25
13. Switchmen, watchmen, flag and signal men,	25,809 36
14. Telegraph expenses,	3,559 58
15. TOTAL,	304,123 25
16. Proportion belonging to passenger department,	\$138,584 41
17. Proportion belonging to freight department,	165,538 84

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	\$30,340 52
3. Damages and gratuities, passenger,	686 25
4. Salaries, wages and incidentals of passenger department,	79,097 44
6. TOTAL,	110,124 21

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	24,310 88
3. Damages and gratuities, freight,	2,530 37
4. Salaries, wages and incidentals of freight department,	125,308 40
6. TOTAL,	152,149 65
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	718,314 75
8. Per mile of the road operated,	\$4,878 43

* Computed on gross receipts from passenger and freight departments.

9. Per mile of single track operated, not including sidings,	\$4,813 05	
10. Per train mile, . . . . .	.832	
11. Proportion for Massachusetts,	718,314 75	
12. Percentage of expenses to income,	64.1	
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$401,202 74
2. Am't paid other Co's as rent for use of road,—		
N. B. R. R. Co., \$8 per sh. on 16,786 sh's and int. on bonded debt,		174,305 44
M. & F. R. R. 25 per ct. on gross earnings for 8 mos.,		27,839 06
F. & L. R. R. 30 per ct. on gross earnings for 12 mos.,		32,540 61
3. Net income above operat'g expenses, and am't p'd for rent of road,		166,517 63
4. Percentage of same to capital stock and debt,	4.21	
5. Percentage to total means applied to construction, equipment, &c.,	4.17	
6. Paid for interest [on bonded and floating debt],		114,653 57
7. Dividends declared, 6 per cent. for the year,—		
On 600 shares guaranteed stock,		3,600 00
On 10,409 shares preferred stock, ^a		43,089 00
8. Date of last dividend declared,		July 1, 1875.
9. Balance for the year, or surplus,		5,175 06
10. Surplus at commencement of the year,		172,581 60
Balance added during the year, ^b		118,503 57
11. TOTAL SURPLUS,		296,260 23
12. Paid to sinking funds in hands of trustees,	\$21,240 23	
Receipts, Expenses, Net Earnings, &c., of Passenger Department.		
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,		\$500,412 77
2. (Total receipts per train mile, \$1.182.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,		69,226 59
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,		138,584 41
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,		110,124 21
6. TOTAL EXPENSES,		317,935 21
7. (Total expenses per train mile, \$0.7509.)		
8. NET EARNINGS,		182,477 56
9. (Net earnings per train mile, \$0.4311.)		
Receipts, Expenses, Net Earnings, &c., of Freight Department.		
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,		\$597,742 23
2. (Total receipts per train mile, \$1.359.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,		82,691 05
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,		165,538 84
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,		152,149 65
^a A portion outstanding less than a year.		
^b Credited profit and loss during year, exchanged 4,077 shares of Common for		
Preferred stock at \$40 per share,		\$163,080 00
Profit and loss from M. & F. R. R. books,		12,285 70
Total,		\$175,365 70
Charged profit and loss during year,—		
Interest paid on funded debt of M. & F. R. R.,	\$14,950 00	
Dividend on M. & F. R. R. stock, preferred,	6,987 00	
Sundry debts of M. & F. R. R. not adjusted at time of consolidation,	5,344 05	
Reduction of property account of New Bedford division,	29,581 08	
		56,862 13
		\$118,503 57

6. TOTAL EXPENSES,	\$400,379 54
7. (Total expenses per train mile, \$0.910.)	
8. NET EARNINGS,	197,362 69
9. (Net earnings per train mile, \$0.449.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Cost of road,	\$2,288,759 15
Real estate outside of location,	115,916 07
Rolling stock,	1,430,049 90
Machinery and tools,	31,228 74
Fuel, lumber, iron and supplies on hand,	255,886 92
B., C. & F. R. R. stock,	125,000 00
Amounts due from connecting roads,	261,954 06
Sinking fund,	21,240 23
Cash,	58,162 32
	\$4,588,197 39

CR.	
1,096 shares common stock,	\$109,600 00
10,409 shares preferred stock,	1,040,900 00
221 shares guarantced stock,	22,100 00
	\$1,172,600 00
Mortgage bonds, due 1884, 6s,	\$400,000 00
Mortgage bonds, due 1890, 7s,	252,000 00
Mortgage bonds, due 1889, 7s,	247,600 00
Mortgage bonds, due 1889, 7s,	300,000 00
Equipment notes, 1881, 8s,	100,000 00
Equipment notes, 1882, 8s,	250,000 00
Equipment notes, 1883, 8s,	250,000 00
Equipment notes, 1881, 8s,	270,000 00
	2,069,600 00
New Bedford special equipment account,	474,504 10
F. & Lowell special equipment account,	182,062 00
Floating debt,	46,000 00
Due other roads,	300,155 13
Sundry ledger balances,	45,659 93
Unclaimed dividends,	1,356 00
Surplus,	296,260 23
	\$4,588,197 39

Description of Road.	
1. Date when opened for public use:—	
From Framingham to Northborough,	December, 1855.
From Pratt's Junction to Northborough,	July, 1866.
From Sterling Junction to Fitchburg,	February, 1850.
From Mansfield to Framingham,	February, 1870.
2. Length of main line of road:—	
From Fitchburg to Mansfield and Pratt's Junction to Sterling Junction,	62.656 miles.
Length of main line of road in Massachusetts,	62.656 miles.
4. Length of double track on main line,	2 miles.

5. Branches owned by company,— Marlborough Branch, single track,	1.467 miles.	
6. Total length of branches owned by company,		1.467 miles.
7. Total length of branches owned by Co. in Mass.,		1.467 miles.
10. Total length of road belonging to this company,		64.123 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	16.49 miles.	
12. Same in Massachusetts,	16.49 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,	82.613 miles.	
14. Same in Massachusetts,	82.613 miles.	
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 62 lbs.)		3.182 miles.
17. Number of spans of bridges of 25 feet and up- wards,	6	
19. Number of wooden bridges (ag. length, . . . ft.),	22	
21. Number of crossings of highways at grade,	162	
22. No. of crossings of highways over railroad,	14	
23. No. of crossings of highways under railroad,	3	
24. Number of highway bridges 18 feet above track,	3	
25. Number of highway bridges less than 18 feet above track,	11	
26. No. of crossings with gates or flagmen,	33	
27. No. of crossings without gates or flagmen,	129	
28. Number of railroad crossings at grade, [Fitchburg, Wor. & N., B. & A., B., H. & E., Woonsocket Div., B., H. & E., B. & P., O. C., O. C.]	8	
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON- TRACT.		
31. Name, description and length of each,— Framingham & Lowell R. R., length,	26.12 miles.	
New Bedford R. R., length,	32.57 miles.	
Fairhaven Branch, length,	15.17 miles.	
Attleborough Branch, length,	8.60 miles.	
Weir Branch, length, . . . . .	.66 mile.	
32. Total length of above roads,		83.12 miles.
33. Total length of above roads in Massachusetts,		83.12 miles.
35. Total miles of road operated by this company,		147.243
36. Total miles of road oper'd by this Co. in Mass.,		147.243
37. No. of stat'us on all roads operated by this Co.,	57	
38. Same in Massachusetts,	57	
39. Miles of telegraph on line of road op'd by Co.,	137.24	
40. Miles of telegraph owned by this company,	118.24	
41. No. of telegraph offices in company's stations,	32	
42. No. of telegraph stations operated by this Co.,	14	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	21	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.	
1. Locomotives (average weight of engines in working order, 28 tons),	41	\$383,000 00	.278	
Locomotives (maximum weight of engines in working order, 33 tons),				
2. Tenders (average weight of tenders full of fuel and water, 20½ tons),	41			.278
Tenders (maximum weight of tenders full of fuel and water, 24 tons), (Average joint weight of engines and tenders, 46 tons),				
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 35 feet 5 in.)				
4. (Total length of heaviest engine and tender over all, 50 feet 6 in.)				
5. Snow-plows (average weight, 15 tons),	6	6,750 00	.04	
6. Passenger cars (average weight, 17 tons.),	53	267,500 00	.36	
Passenger cars (maximum weight, 20 tons.)	—		—	
7. Mail and baggage cars (av. weight, 14 tons),	29		.25	
8. 8-wheel box freight cars (av. weight, 16,500 lbs.),	369	587,671 83	2.50	
9. 4-wheel box freight cars (av. weight, 9,000 lbs.),	94		.632	
10. 8-wheel platform cars (av. weight, 14,600 lbs.),	275		1.86	
11. 4-wheel platform cars (av. weight, 8,000 lbs.),	19		1.29	
12. Other cars (coal, gravel, &c.),	422		3.29	
13. Total value,		\$1,244,921 83		
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	884	—	6.	
15. No. of locomotives equipped with train brakes, (Kind of brake, Smith vacuum.)	—	—	—	
	9			
16. Number of cars equipped with train brakes, (Kind of brake, Smith vacuum,)	45	—	—	
	21	—	—	
(Kind of brake, Westinghouse),	8	—	—	
17. Number of passenger cars with Miller platform and buffer,	44	—	—	

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	423,382
2. Speed of express pass. trains, including stops,	37 miles per hour.
3. Speed of accommodation trains, including stops,	26 miles per hour.
4. Miles run by freight trains,	431,211
5. Speed of express freight trains, including stops,	18 miles per hour.
6. Speed of accommod'n fr'ght trains, inc'd'g stops,	13 miles per hour.
7. Miles run by other trains [wood and gravel],	8,495
8. Total train miles run,	863,088
9. Number of through pass. (whole length of road),	Not ascertained.
10. Number of local passengers (over part of road),	Not ascertained.
11. Total number of passengers carried,	905,160
12. Total passenger mileage, or passengers carried one mile,	16,908,600
13. Passenger mileage to and from other roads,	8,870,700
14. Number of tons carried,	759,412
15. Total freight mileage, or tons carried one mile,	21,128,062
16. Freight mileage to and from other roads,	11,888,672

17. Highest rate of fare per mile, for any distance,	5. cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2.5 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.75 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.48 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket	.82 cent.
22. Average rate of fare per mile for <i>all</i> passengers,	2.85 cents.
23. Highest rate of freight per ton per mile, for any distance,	45. cents.
24. Lowest rate of freight per ton per mile, for any distance,	1.15 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	2.82 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.07 cents.
27. Average number of cars in passenger trains, including baggage cars,	3
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	18
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	95 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	198 tons.
31. Number of persons regularly employed by company, including officials,	774

Classification of Business.			
PASSENGERS.			
3. Passengers travelling only within this State,.	.	.	905,160
4. Total season-ticket passengers (round trip),	.	.	104,885

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers, . . .	-	1	1	1	1	2
Employés, . . .	3	3	-	-	3	3
Others, . . .	-	-	3	-	3	-

Statement of each Accident.

November 19, 1874.—Thos. Welch, passenger, was struck by coal-shed while leaning out between passenger cars and calling to a dog which was following the train ; not seriously injured.

November 27.—J. P. Marchant, brakeman, while coupling engine to car in yard at Weir Branch, was so seriously injured that he died next morning.

December 24.—James S. Barden, a passenger, who was standing up in the car,

looking out of the rear door, was thrown down and injured by the cars striking another train, while being switched into the station at Taunton.

February 10, 1875.—Matthew Rourke, age 17 years, not an employé, while attempting to get on a dump-car in yard at Mansfield, while the car was being pushed by an engine, fell under the car, and had both legs cut off; died at 9 o'clock A.M., the next day.

March 13.—John E. Morse, age 18, freight brakeman in yard at Lowell, while uncoupling freight car from forward end of an engine, while the same was in motion, caught his foot between the rail and the snow-plow on the engine, and was thrown to the ground and pushed ahead by the engine one hundred feet or more, and then the engine passed over him, nearly severing his legs from his body. Lived only about one and one-half hours.

May 14.—Charles Flanders, on 6.25 P.M. train from Mansfield, while setting a brake, fell to the ground; not seriously injured.

May 29.—John Brannon, a brakeman, after uncoupling an engine attached to the rear of a train, fell from the platform of a caboose car, and was run over by the engine and instantly killed.

July 3.—John King, a passenger, fell from the 5.20 P.M. train, when about three and one-half miles out from New Bedford, and was killed.

July 25.—John McCabe, age five years, attempted to cross track under cars just as they started at the railroad grade crossing at Fitchburg, and the cars ran over his left leg, rendering amputation necessary, from the effects of which he died.

September 5.—C. Connors, conductor, and J. Hervey, fireman, were slightly hurt by collision between train of empty cars, which left Mansfield at 4 A.M., and some loaded cars standing upon the main track near Crane's Station.

September 22.—As passenger train was backing down into the yard at Lowell, from Middlesex Street depot, Patrick Fox, about twelve years old, walked out onto the platform, and directly off from the end of it on to the track, and the train passed over him, killing him instantly.

In all the foregoing accidents, no blame has been attached to the Railroad Company or employés.

LYMAN NICHOLS,
JOHN H. LOCKEY,
GEO. A. TORREY,
HARRISON BLISS,
WM. D. PECK,
H. N. BIGELOW,
SOLOMON H. HOWE,
H. A. BLOOD,
AND W. G. PIERCE,
JONATHAN HOLBROOK,

Directors of the Boston, Clinton & Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 17, 1875. Then personally appeared Lyman Nichols, John H. Lockey, Geo. A. Torrey, Harrison Bliss, Wm. D. Peck, H. N. Bigelow, Solomon H. Howe, H. A. Blood, Andrew G. Pierce, Jonathan Holbrook, and severally made oath to the truth of the foregoing statement by them subscribed.

HOSEA HYDE, *Justice of the Peace.*

Name and Residence of Officers.

Lyman Nichols, *President*, Boston ; Geo. A. Torrey, *Vice-President*, Boston ; H. A. Blood, *Manager*, Fitchburg ; S. A. Webber, *Superintendent*, Fitchburg ; S. W. Huntley, *Treasurer*, Fitchburg.

Directors.—Lyman Nichols, Boston ; Nath'l Thayer, Boston ; Geo. A. Torrey, Boston ; A. A. Folsom, Boston ; Cyrus Gale, Northborough ; Wm. D. Peck, Sterling ; J. H. Lockey, Leominster ; Harrison Bliss, Worcester ; Francis B. Fay, So. Lancaster ; Wm. J. Rotch, New Bedford ; J. Henry Elliot, Keene, N. H. ; Otis Cary, Foxborough ; E. P. Carpenter, Foxborough ; Jonathan Holbrook, Sherborn ; Henry N. Bigelow, Clinton ; Andrew G. Pierce, New Bedford.

Proper Address for the Company.

BOSTON, CLINTON & FITCHBURG R. R. CO., FITCHBURG, MASS.

REPORT

OF THE

BOSTON & LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$3,380,000 00
2. Capital stock authorized by votes of company,	3,380,000 00
3. Cap. st'k issued (No. of sh's, 6,500), am't p'd in,	3,250,000 00
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,	\$3,250,000 00
6. Cap. st'k, <i>total amount actually realized</i> ,	3,250,000 00
7. Cap. st'k p'd in, per mile of road owned by Co.,	70,713 66
9. Par value of shares, \$500 (the average price at which shares were sold, \$500).	
16. Number of stockholders,	1,095
11. Amount of stock held in Massachusetts,	2,785,000 00
12. Number of stockholders in Massachusetts,	919
DEBT.	
13. Funded debt, as follows:—	
Bonds, due Oct. 1, 1879, interest, 6 per cent.,	200,000 00
Bonds, due April 1, 1892, interest, 7 per cent.,	999,500 00
Bonds, due March 1, 1895, interest, 7 per cent.,	500,000 00
14. Total amount of funded debt,	1,699,500 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	1,118,800 00
17. Other debts—current credit balances, &c.,	43,802 36
18. <i>Total debt liabilities</i> ,	2,862,102 36
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	2,369,127 61
21. Proportion of same per mile of road,	51,547 60
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$615,377 15
3. Bridging,	300,932 91
3. Superstructure, including rails,	509,802 33
4. Land, land damages and fences,	836,870 34
5. Pass., fr'ght and water-stations and wood-sheds,	2,194,219 51
6. Engine-houses, car-sheds and turn-tables [included in No. 5].	
7. Machine shops [included in No. 5].	
9. Engineering, agencies, salaries, and other expenses during construction,	74,738 27
10. <i>Total expended for construction</i> ,	\$4,531,940 51
11. Av. cost of constr'n per mile of road built by Co.,	98,606 19

12. Same per mile of single track built by company, not including sidings,	\$62,328 99	
13. Proportion of cost of construction for Mass.,	4,531,940 51	
EQUIPMENT. ^a		
14. Locomotives (number, 42),	176,847 63	
15. Snow-plows on wheels, (number, 15),	-	-
16. Passenger, mail and baggage cars (number, 73),	109,506 13	
17. Freight and other cars (number, 1,057),	119,088 26	
19. Total for equipment,		\$405,442 02
20. Average cost of equipment per mile of road operated by company,	4,758 15	
21. Proportion for Massachusetts,	405,442 02	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
22. Stonham branch, } Lexington & Arlington, } L. & A. R. R. connection, } Mystic River branch, } Lawrence branch, }	Branches carried to construction account.	
23. Stock of Lowell & Lawrence road, 1,665 shares, purchased for	241,669 00	
Stock of Salem & Lowell road, 1,628 shares, purchased for	104,005 00	
28. Lands in East Cambridge,	109,624 28	
Mystic wharf property,	355,474 34	
30. Total,		810,772 62
31. Property in Massachusetts (including proportion of equipment),	1,216,214 64	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		5,748,155 15
33. Proportion for Massachusetts,	5,748,155 15	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		6,408,348 07
35. Am.of sink'g and cont'g't funds, and their purpose,	440,973 84	

Expenditures Charged to Property Account for the Year.		
1. Main line,—		
Hall's railway electric signals,	\$12,401 41	
Extension or alteration of road,—bridges,	38,373 61	
2. Branches, extension or alteration of road,—		
Mystic River R. R.,	} 20,485 45	
Lawrence Branch R. R.,		
3. Double track extension,	40,515 78	
4. Land [and wharf property],	50,103 27	
7. New locomotives,	6,555 00	
9. New passenger cars,	5,865 00	
11. New freight cars,	19,320 00	
16. TOTAL,	193,619 52	
17. Property sold and credited property account during the year,	250 00	
18. Net addition to property account for the year,	193,369 52	
Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,	\$467,538 56	
2. Receipts from passengers from and to other roads over roads operated by this company,	82,386 14	
4. Receipts for express,	22,925 96	
5. Receipts for mails,	8,933 78	
6. Total receipts from passenger department,	581,784 44	

^a In addition to equipment owned by this corporation, it has in use 3 locomotives, 1 snow-plow, 5 baggage cars, 171 freight cars belonging to the Salem & Lowell R. R.

7. Receipts from local freight on roads operated by this Co.,	\$358,638 09
8. Receipts from freight from and to other roads over roads operated by this company,	213,426 59
10. <i>Total receipts from freight department,</i>	572,064 68
12. TOTAL EARNINGS,	1,153,849 12
13. Earnings per mile of road operated,	\$13,541 24
14. Earnings per mile of road operated—computed as single track, not including sidings,	10,305 90
15. Per train mile,	\$1.264
16. Proportion for Massachusetts,	1,153,849 12
19. Income from other sources,	11,801 65
Interest on improvements received from Nashua & Lowell R. R.	43,927 40
20. TOTAL INCOME,	1,209,578 17
21. Percentage of same to capital stock and debt,	21.52
22. Percentage to means applied to constr'n, equipm't, &c.,	21.40

Expenses of Operating the Road for the Year.

CLASS 1.—*Maintenance of Way and Building (charged to operating expenses).*

1. Repairs of road exclusive of bridges and new rails,	\$150,339 68
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.),	40,102 07
3. Steel rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.),	24,514 63
4. Repairs of bridges [including rebuilding of wharf in Boston, and enlarging and widening draws in freight bridge in Boston, \$25,000],	47,562 96
5. Repairs of buildings and fixtures (stations),	48,569 30
6. Repairs of, and additions to, machine-shops and machinery [included in No. 5].	
7. Repairs of fences, road crossings and signs [incl'd in No. 5].	
8. TOTAL,	311,088 64
9. Proportion of same to passenger department,* \$156,854 59	
10. Proportion of same to freight department,* 154,234 05	
11. Of the above total there was expended for other than ordinary repairs,	25,550 00

CLASS 2.—*General Traffic Expenses.*

1. Taxes, state and local,	44,336 22
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	29,762 18
3. Insurance premiums and losses by fire, and damages for fires set by engines,	16,529 66
4. Repairs of locomotives,	43,760 23
6. New locomotives (charged to operating expenses),	10,371 48
8. Removing ice and snow,	4,666 28
9. Fuel for locomotives and cars, 3,046 cords of wood, cost \$16,215.99; 14,108 tons of coal, cost \$99,527.93,	115,743 92
10. Water,	8,972 69
11. Fuel for stations and shops,	11,172 64
12. Oil and waste,	18,327 23
13. Switchmen, watchmen, flag and signal men,	31,972 09
15. TOTAL,	335,614 62
16. Proportion belonging to passenger department, \$169,220 88	
17. Proportion belonging to freight department,	166,393 74

CLASS 3.—*Passenger-Train Expenses.*

1. Repairs of passenger, mail and baggage cars,	45,573 04
2. New passenger, mail and baggage cars (charged to operating expenses),	5,796 00

* Computed on *gross receipts* from passenger and freight departments.

3. Damages and gratuities, passenger,	\$3,723 35
4. Salaries, wages and incidentals of passenger department, .	78,791 92
6. TOTAL,	133,884 31
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,	37,989 40
3. Damages and gratuities, freight,	2,325 93
4. Salaries, wages and incidentals of freight department, .	179,187 53
6. TOTAL,	219,502 86
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	1,000,090 43
8. Per mile of the road operated,	\$11,736 77
9. Per mile of single track operated, not including sidings,	8,932 57
10. Per train mile,	1 09
11. Proportion for Massachusetts,	1,000,090 43
12. Percentage of expenses to income,	82.
Net Income, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$209,487 74
2. Amount paid other companies as rent for use of road,— Salem & Lowell R. R., \$12,075; Lowell & Lawrence R. R., \$15,028.20; Stony Brook R. R., \$15,346.19; Peterborough R. R., \$21,236.16,	63,685 55
Sundry payments during the year chargeable to rent,	14,781 18
3. Net income above oper'g expenses and am't p'd for rent of road, .	131,021 01
4. Percentage of same to capital stock and debt,	2.3
5. Percentage to total means applied to construction, equipment, etc.,	2.2
6. Paid for interest,	163,768 39
7. Dividends declared, per cent. for the year, amount,	Nothing.
8. Date of last dividend declared,	Jan. 1, 1875.
9. Deficit for the year,	32,747 38
10. Surplus at commencement of the year,	\$418,791 69
Balance charged this account during the year, ^a	89,793 60
11. TOTAL SURPLUS,	328,993 09
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$581,784 44
2. (Total receipts per train mile, \$1.167.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	156,854 59
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	169,220 88
5. Expenses, proportion of "Passenger-Train Expenses," as per Class, 3, No. 6,	133,334 31
6. TOTAL EXPENSES,	459,959 78
7. (Total expenses per train mile, \$0.923.)	
8. NET EARNINGS,	121,824 66
9. (Net earnings per train mile, \$0.244.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$572,064 68
2. (Total receipts per train mile, \$1.38).	
^a Adjustment of old balances charged during the year direct to this account,	
Credited by premium on stock,	\$28,000 00
Credited by insurance fund,	3,063 64
	29,063 64
	\$89,793 00

3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	\$154,234 05
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	166,393 74
5. Expenses, proportion of " <i>Freight Train Expenses</i> ," as per Class 4, No. 6,	219,502 86
6. TOTAL EXPENSES,	540,130 65
7. (Total expenses per train mile, \$1.309.)	
8. NET EARNINGS,	31,934 03
9. (Net earnings per train mile, \$0.077.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$4,531,940 51
Equipment,	405,442 02
East Cambridge flats,	109,624 28
Boston & Lowell, and Nashua & Lowell railroads,	118,362 92
Working material,	167,218 17
Mystic River quay,	355,474 34
Trustees Lowell & Lawrence, and Salem & Lowell R. R. stock,	345,674 00
Notes receivable,	100,000 00
Cash,	100,814 06
Sinking fund,	163,393 82
Trustees sinking fund for redemption O. & L. C. R. R. and N. T.	
Co. bonds,	7,334 31
Insurance fund investment,	3,069 64
	\$6,408,348 07
CR.	
Capital stock,	\$3,250,000 00
Bonds of 1864,	200,000 00
Bonds of 1872,	999,500 00
Bonds of 1875,	500,000 00
Notes payable,	1,118,800 00
Salem & Lowell Railroad,	2,187 50
Unclaimed dividends and coupons,	632 36
Coupons due October 1, 1875,	40,982 50
Premium on bonds of 1875,*	26,000 00
Insurance fund,*	3,069 64
Contingent fund,*	267,176 07
	\$6,408,348 07

Description of Road.	
1. Date when opened for public use,— From Boston to Lowell,	June 24, 1835.
2. Length of main line of road, from Boston to Lowell,	26.75 miles.
Length of main line of road in Massachusetts,	26.75 miles.
4. Length of double track on main line,	26.75 miles.
5. Branches owned by company :—	
Mystic, single track, length,	2.25 miles.
Lexington & Arlington, single track, length,	9.25 miles.
Woburn, single track, length,	2 miles.
Stoneham, single track, length,	2.50 miles.
Lawrence, single track, length,	3.21 miles.

* Profit and loss.

6. Total length of branches owned by company, .	19.21 miles.
7. Total length of branches owned by Co. in Mass.,	19.21 miles.
10. Total length of road belonging to this company,	45.96 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	21 miles.
12. Same in Massachusetts,	21 miles.
13. Aggregate length of tracks belonging to this company, computed as single track, . . .	93.71 miles.
14. Same in Massachusetts,	93.71 miles.
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 60 lbs.)	10.88 miles.
17. No. of spans of bridges of 25 feet and upwards,	10
19. Number of iron bridges (agg. length, 310 feet),	2
19. No. of wooden bridges (agg. length, 3,546 feet),	8

20. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Lowell,	Lattice and truss,	Iron and wood, {	Iron, 259.7 feet; pile, 150.93 ft.; total, 410.6 ft.	} May, 1875.

21. No. of crossings of highways at grade, . . .	41
22. No. of crossings of highways over railroad, . .	43
23. No. of crossings of highways under railroad, .	5
24. No. of highway bridges 18 feet above track, .	2
25. No. of highway bridges less than 18 feet above track,	41
26. No. of crossings with gates or flagmen, . . .	15
27. No. of crossings without gates or flagmen, . .	26
28. Number of railroad crossings at grade [on Mystic Branch, Eastern R. R., Boston & Maine R. R., and Boston & Albany R. R.],	3
29. Number of railroad crossings over other railroads [Fitchburg R. R.],	1
30. Number of railroad crossings under other railroads [Lowell & Andover],	1

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

31. Name, description and length of each,—	
Lowell & Lawrence R. R., length,	13 miles.
Salem & Lowell R. R., length,	16 miles.
Middlesex Central R. R.,	7.98 miles.
32. Total length of above roads,	36.98 miles.
33. Total length of above roads in Massachusetts, .	36.98 miles.
35. Total miles of road operated by this company, ^a	85.21
36. Total miles of road oper'd by this Co. in Mass.,	85.21
37. No. of stat'ns on all roads operated by this Co.,	63
38. Same in Massachusetts,	63
39. Miles of telegraph on line of road op'd by Co.,	81
41. No. of telegraph offices in company's stations,	8
43. Number of telegraph stations operated jointly by railroad and telegraph company,	8

^a Being 69 per cent. of total miles operated by the Boston & Lowell and Nashua & Lowell railroads, not including the Wilton, in New Hampshire, which is operated exclusively by the Nashua & Lowell R. R.

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 56,000 lbs.), Locomotives (maximum weight of engines in working order, 69,350 lbs.),	42	\$176,847 63	.493
2. Tenders (average weight of tenders full of fuel and water, 32,000 lbs.), Tenders (maximum weight of tenders full of fuel and water, 50,000 lbs.), (Average joint weight of engines and tenders, 88,000 lbs.)	45		.528
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 43 ft. 6 in.)			
4. (Total length of heaviest engine and tender over all, 52 feet.)			
5. Snow-plows (average weight, 14,500 lbs.),	15	109,506 13	.176
6. Passenger cars (average weight, 36,000 lbs), Passenger cars (maximum weight, 39,000 lbs.),	54		.633
7. Mail and baggage cars (av. weight, 24,000 lbs.),	19		.223
8. 8-wheel box freight cars (av. weight, 8 tons),	77		.903
9. 4-wheel box freight cars (av. weight, 3½ tons),	288	119,088 26	2.675
10. 8-wheel platform cars (av. weight, 7 tons),	106		1.265
11. 4-wheel platform cars (av. weight, 2½ tons),	204		2.393
12. Other cars (coal, gravel, &c.), (av. w't, 3½ t's),	382		4.483
13. Total value,		\$405,442 02	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	620		7.276
15. Number of locomotives equipped with train brakes, (Kind of brake, Smith vacuum.)	22		
16. Number of cars equipped with train brakes, (Kind of brake, Smith vacuum.)	77		
17. Number of passenger cars with Miller platform and buffer,	7		

Mileage, Traffic, &c.

1. Miles run by passenger trains,	498,195	
2. Speed of express passenger trains, including stops,	30 miles per hour.	
3. Speed of accommodation trains, including stops,	25 miles per hour.	
4. Miles run by freight trains,	414,229	
5. Speed of express freight trains, including stops,	18 miles per hour.	
6. Speed of accommod'n fr'ght trains, includ'g stops,	12 miles per hour.	
7. Miles run by other trains, and for what purpose,	-	-
8. Total train miles run,		912,424
9. No. of through pass'rs (whole length of road),	376,005	
10. No. of local passengers (over part of road),	1,705,568	
11. Total number of passengers carried,		2,081,573
12. Total pass'r mileage, or pass'rs carried one mile,		26,096,711
13. Passenger mileage to and from other roads,	5,174,140	
14. Number of tons carried,	517,818	

15. Total freight mileage, or tons carried one mile,	14,180,560
16. Freight mileage to and from other roads, . . .	6,454,413
17. Highest rate of fare per mile, for any distance,	10 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.67 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	1.96 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.959 cent.
22. Average rate of fare per mile for <i>all</i> passengers,	2 cents.
23. Highest rate of freight per ton per mile, for any distance,	30 cents.
24. Lowest rate of freight per ton per mile, for any distance, . . . . .	.75 cent.
25. Average rate of freight per ton per mile on roads operated by this company,	About 3.6 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.77 cents.
27. Average number of cars in passenger trains, including baggage cars,	7
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	24
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	318,450 lbs.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	375,000 lbs.
31. Number of persons regularly employed by company, including officials,	676

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,	106,587
2. Passengers going to other States,	105,476
3. Passengers travelling only within this State,	1,869,510
4. Total season-ticket passengers (round trip),	334,608
5. Passengers to Boston (including season),	816,657
6. Passengers from Boston (including season),	816,624
7. Season-ticket passengers to and from Boston (one round trip daily),	302,710

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	5	1	5	1
Employés,	-	-	-	7	-	7
Others,	-	-	3	2	3	2

Statement of each Accident.

October 5, 1874.—John Sinclair, employé, was thrown from a freight car at Lowell, and severely injured.

October 7.—Joseph Hovey, of Boston, fell from the 5.30 P. M. train from Lowell, near Billerica, and was fatally injured.

October 26.—A boy named Edward Slack, twelve years old, fell from a freight car in Lowell, and was severely injured.

November 9.—Stephen Ford, an employé, was thrown from a gravel car at North Billerica, and severely injured.

December 22.—George D. Eaton, an employé, was severely injured at East Cambridge, while shackling cars.

January 12, 1875.—J. A. Lovejoy, an engineman, swung himself so far from his engine, at Winchester, that he struck a signal-post and was injured.

January 25.—Dennis Mahoney, employé, fell from a freight car at Lowell, and was severely injured.

February 13.—Mrs. Galvin, of Woburn, stepped from a train in motion, at Boston, receiving injuries that proved fatal.

March 5.—Wm. Hooton, brakeman, while coupling cars at Woburn, was severely injured.

March 12.—Mrs. McNally was struck at Winchester by a passing train, receiving fatal injuries.

April 6.—Wm. Campfield, of Tewksbury, was run over and killed by a passenger train at Billerica.

May 29.—John McNulty, of Winchester, was run over at Richardson's Row, receiving injuries which proved fatal.

May 30.—Thomas McGloon was fatally injured in attempting to get upon a train in motion at Lowell.

June 13.—A tramp named McGinnis, while sleeping by the side of the track at Willow Bridge, was struck by a passing train, and severely injured.

July 3.—John Smith fell from a train in motion, at Boston Station, receiving injuries that resulted fatally.

July 3.—Wm. Thompson jumped from a train in motion, at Boston, and received fatal injuries.

July 16.—W. M. Miller, in attempting to get upon a train in motion at Woburn, fell under the cars, and was severely injured.

September 18.—G. B. Murray, employé, fell from a freight car at East Cambridge, and was severely injured.

F. B. CROWNINSHIELD,
J. G. ABBOTT,
WILLIAM A. BURKE,
H. HOSFORD,

Directors of the Boston & Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 17, 1875. Then personally appeared F. B. Crowninshield, J. G. Abbott, William A. Burke and H. Hosford, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

Name and Residence of Officers.

Directors.—F. B. Crowninshield, Boston ; Josiah G. Abbott, Boston ; Hocum Hosford, Lowell ; William A. Burke, Lowell ; George Stark, Nashua, N. H. *President.*—F. B. Crowninshield, Boston. *Manager.*—Hocum Hosford, Lowell. *Superintendent.*—William M. Parker, Boston. *Treasurer.*—C. E. A. Bartlett, Lowell.

Proper Address for the Company.

BOSTON & LOWELL RAILROAD CORPORATION, BOSTON, MASS.

REPORT

OF THE

BOSTON & MAINE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$7,000,000 00
2. Capital stock authorized by votes of company,	7,000,000 00
3. Cap. st'k issued (No. of sh's, 70,000); am't p'd in,	6,921,274 52
5. Cap. st'k, <i>total am't paid in as per books of the Co.</i> ,	\$6,921,274 52
6. Cap. st'k, <i>total amount actually realized</i> ,	6,921,274 52
7. Cap. st'k p'd in per mile of road owned by Co.,	54,713 63
9. Par value of shares, \$100 (the average price at which shares were sold, \$)	
10. Number of stockholders,	4,234
11. Amount of stock held in Massachusetts,	4,740,100 00
12. Number of stockholders in Massachusetts,	2,352
DEBT.	
13. Funded debt, as follows:	
Bonds, due Jan. 1, 1893, interest 7 per cent.,	1,500,000 00
Bonds, due Jan. 1, 1894, interest 7 per cent.,	1,700,500 00
14. Total amount of funded debt,	3,200,500 00
15. Unfunded debt, incurred for construction, equip- ment or purchase of property,	373,659 39
17. Other debts—current credit balances, &c.,	465,503 47
18. <i>Total debt liabilities</i> ,	4,039,662 86
19. Amount actually received from the same,	4,166,039 77
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre- sent permanent investments,	3,670,963 19
21. Proportion of same per mile of road,	29,019 47
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$2,672,067 86
2. Bridging,	929,332 09
3. Superstructure, including rails,	1,897,807 33
4. Land, land damages and fences,	2,429,582 87
5. Pass'r, fr'ght and water stations and wood-sheds,	769,424 26
6. Engine-houses, car-sheds and turn-tables,	164,713 98
7. Machine shops [machinery and tools],	133,283 50
8. Interest paid during construction, discount, &c.	82,028 44
9. Engineering, agencies, salaries and other ex- penses during construction,	364,310 12
10. <i>Total expended for construction</i> ,	9,442,550 45

11. Av'ge cost of const'n per mile of road built by Co.,	\$74,644 67	
12. Same per mile of single track built by company, not including sidings,	57,370 13	
13. Proportion of cost of construction for Mass.,	3,172,398 48	
EQUIPMENT.		
14. Locomotives (number, 73),	577,170 42	
15. Snow-plows on wheels (number, 11),	-	-
16. Passenger, mail and baggage cars (number, 163),	386,386 95	
17. Freight and other cars, (number 1,628),	474,221 35	
18. Machinery and tools [see No. 7],	-	-
19. Total for equipment,		\$1,437,778 72
20. Average cost of equipment <i>per mile of road</i> operated by company,	7,119 09	
21. Proportion for Massachusetts,	617,303 41	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of Dover and Winnipiseogee road, 2,635 shares, purchased for,	263,144 48	
Stock of Newburyport road, 1,325 shares, purchased for,	3,993 00	
24. Bonds of Danvers road, nominal amount, purchased for,	125,000 00	
Bonds of Newburyport road, nominal amount, purchased for,	300,000 00	
26. Steamboat Mt. Washington and wharves, cost,	70,060 24	
30. Total,		762,197 72
31. Property in Massachusetts (including proportion of equipment),	1,046,296 41	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		11,642,526 89
33. Proportion for Massachusetts,	3,911,520 86	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		12,255,741 15

Expenditures Charged to Property Account during the Year.

1. Main line, extension or alteration of road [extension in Maine],	\$57,921 34	
4. Land,	29,716 93	
5. Pass. and fr'ght stations, wood-sheds and water stations,	1,460 51	
7. New locomotives,	47,625 24	
9. New passenger and baggage cars,	50,662 28	
11. New freight cars,	1,086 99	
15. Other expenditures charged to property account,— Mystic River Wharf,	\$27,015 30	
Lamprey River Bridge, Newmarket, N. H.,	18,004 55	
		45,019 85
Danvers Railroad Bonds,		52,000 00
16. TOTAL,		285,493 14
18. Net addition to property account for the year,		285,493 14

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co.,	\$1,180,776 12	
2. Receipts from passengers from and to other roads over roads operated by this company,	191,102 55	
4. Receipts for express,	61,163 84	
5. Receipts for mails,	19,924 47	
6. Total receipts from passenger department,	1,452,966 98	
7. Receipts from local freight on roads operated by this Co.,	667,780 81	
8. Receipts from freight from and to other roads over roads operated by this company,	141,899 57	
10. Total receipts from freight department,	809,680 38	
12. TOTAL EARNINGS,		2,262,647 36
13. Earnings per mile of road operated,	\$11,203 39	

14. Earnings per mile of road operated,—computed as single track, not including sidings,	\$9,425 69	
15. Per train mile,	1,435 17	
16. Proportion for Massachusetts,	971,457 15	
17. Income from other roads [Manchester and Lawrence R.R.], .		\$11,000 00
18. Rent of sundry tenements in sundry towns, the property of this road,		40,812 45
19. Income from all other sources,— Premium on Boston and Maine Railroad's 7 per cent. bonds sold during the year,		45,985 00
Received sundry items of interest,		28,295 37
20. TOTAL INCOME,		2,388,740 18
21. Percentage to capital stock and debt,	22.51	
22. Percentage to means applied to constr'n, equipm't, &c., 20.52		

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$195,874 70	
2. New iron rails, deducting old rails sold (number of miles, 11.8; weight per yard, 60 lbs.),		102,478 23
3. Steel rails, deducting old rails sold (number of miles, 7.4; weight per yard, 60 lbs.),		
4. Repairs of bridges,	15,545 77	
5. Repairs of buildings and fixtures (stations),	53,071 94	
6. Repairs of and additions to machine-shops and machinery, .	6,178 21	
7. Repairs of fences, road crossings, and signs,	11,611 68	
8. TOTAL,	384,760 53	
9. Proportion of same to passenger department,* \$247,075 19		
10. Proportion of same to freight department,* 137,685 34		

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	99,840 20	
2. General salaries, office expenses and miscellaneous, not em- braced in Classes 3 and 4,	16,308 67	
3. Insurance premiums and losses by fire and damages for fires set by engines,	15,179 01	
4. Repairs of locomotives,	88,886 58	}
5. Repairs of snow-plows,		
8. Removing ice and snow,	6,285 76	
9. Fuel for locomotives and cars, 4,256 cords of wood, cost \$32,556.71; 29,553 tons coal, cost \$201,837.23,	234,393 94	
10. Water,	11,390 71	
11. Fuel for stations and shops,	17,540 10	
12. Oil and waste,	26,089 04	
13. Switchmen, watchmen, flag, signal and gate men,	94,177 95	
15. Telegraph expenses,	5,757 30	
15. TOTAL,	615,849 26	
16. Proportion belonging to passenger department, \$395,468 70		
17. Proportion belonging to freight department, 220,380 56		

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	44,021 66	
3. Damages and gratuities, passenger,	12,602 00	
4. Salaries, wages and incidentals of passenger department, .	280,083 67	
6. TOTAL,	336,707 33	

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	33,239 04	
3. Damages and gratuities, freight,	3,866 04	
4. Salaries, wages and incidentals of freight department, .	220,564 57	
6. TOTAL,	257,669 65	

* Computed on *gross receipts* from passenger and freight departments.

7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		\$1,594,986 77
8. Per mile of the road operated,	\$7,897 50	
9. Per mile of single track operated, not including sidings,	6,644 36	
10. Per train mile,	1.011	
11. Proportion for Massachusetts,	684,800 12	
12. Percentage of expenses to income,	66.77	

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$793,753 41
2. Amount paid other companies as rent for use of road,—	
Danvers R. R., \$625 per month for 5 months,	3,125 00
West Amesbury Branch R. R., \$475 per month for 12 months,	5,700 00
Lowell and Andover R. R., \$4,375 per month for 10 months,	43,750 00
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	741,178 41
4. Percentage of same to capital stock and debt,	6.99
5. Percentage to total means applied to construction,	

Class 2, No. 16,	395,468 70
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	336,707 33
6. TOTAL EXPENSES,	979,251 22
7. (Total expenses per train mile, \$0.947.)	
8. NET EARNINGS,	473,715 76
9. (Net earnings per train mile, \$0.458.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$809,680 38
2. (Total receipts per train mile, \$1.492.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	137,685 34
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	220,380 56
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	257,669 65
6. TOTAL EXPENSES,	615,735 55
7. (Total expenses per train mile, \$1.135.)	
8. NET EARNINGS,	193,944 83
9. (Net earnings per train mile, \$0.357.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.

Assets.

CONSTRUCTION.

Graduation and masonry,	\$2,672,067 86	
Bridges,	929,332 09	
Superstructure, including iron,	1,897,807 33	
Stations, buildings, fixtures and furniture,	1,067,421 74	
Land, land damages and fences,	2,429,582 87	
Engineering and other expenses,	446,338 56	
	<hr/>	\$9,442,550 45

EQUIPMENT.

73 locomotives,	\$577,170 42	
163 passenger and baggage cars,	386,386 95	
1,628 merchandise and other cars,	474,221 35	
	<hr/>	1,437,778 72

Construction and equipment, \$10,880,329 17

Engine-shop stock on hand,	\$9,299 66	
Car-shop stock on hand,	29,234 53	
Wood on hand,	17,375 14	
Oil on hand,	2,859 57	
Waste on hand,	480 00	
Rails on hand,	109,136 00	
Ties on hand,	7,691 19	
Coal on hand,	68,438 50	
	<hr/>	244,514 59

Cash,	\$194,725 81	
Uncollected freight bills, &c.,	77,589 66	
United States post-office department,	2,352 49	
Land and improvements, D. & W. Railroad,	24,607 61	
Portland & Rochester Railroad,	1,841 01	
Stoneham Street Railroad,	73 99	
Eastern Railroad,	745 44	
Maine Central Railroad,	1,934 00	
Notes receivable,	4,188 23	
Steamer "Mt. Washington" and wharves,	70,060 24	
Sundry accounts and sundry railroads,	5,521 43	
Boston & Maine Railroad stock at par,	27,000 00	
Danvers Railroad bonds,	125,000 00	
Danvers Railroad account,	27,430 00	
Insurance scrip,	640 00	
Dover & Winnipiseogee Railroad stock,	263,144 48	
Newburyport Railroad,	303,993 00	
	<hr/>	1,130,897 39

\$12,255,741 15

CR.

Liabilities.

Capital stock (received from sale of 70,000 shares),		\$6,921,274 52
1893 7 per cent. bonds,	\$1,500,000 00	
1894 7 per cent. bonds issued up to Sept. 30, 1875,	1,700,500 00	
Notes payable,	373,659 39	
Uncalled for wages,	1,203 37	
dividends,	11,184 00	
bond interest, due July 1, 1874,	17 50	
January 1, 1875,	525 00	
July 1, 1875,	2,642 50	
interest due stockholders on account of new stock,	40 50	
Cash receipts, October 1 to October 12, inclusive, on account of freight bills, &c.,	71,713 94	
Boston & Providence Railroad,	44 49	
Boston, Concord & Montreal Railroad,	488 60	
Boston & Lowell and Nashua & Lowell Railroad,	5,111 68	
Concord Railroad,	3,429 82	
Concord & Claremont Railroad,	139 86	
Boston, Clinton & Fitchburg Railroad,	3,792 99	
Dover & Winnipiseogee Railroad,	12,083 33	
Grand Trunk Railway,	2,573 26	
Manchester & Lawrence Railroad,	6,443 59	
Manchester & North Weare Railroad,	18 08	
Northern Railroad,	213 86	
European & North American Railway,	800 50	
Central Vermont Railroad,	121 37	
Portland & Ogdensburg Railroad,	2,429 62	
New England & Nova Scotia S. S. Co.,	374 25	
International S. S. Co.,	164 50	
Portland, Bangor & Machias S. S. Co.,	1,198 50	
Sundry Railroads,	157 94	
West Amesbury Branch Railroad, rent account,	1,425 00	
Connecticut & Passumpsic River Railroad,	81 19	
Old Colony Railroad,	468 95	
Lowell & Andover Railroad, rent account,	43,750 00	
Lowell & Andover Railroad, improvement account,	12,015 28	
Deposits on account of Newburyport Railroad bonds,	480 00	
Amount payable on account of Newburyport Rail- road bonds, as per agreement,	370 00	
		<hr/>
		3,759,662 86
Dividend payable November 15, 1875,	280,000 00	
Suspense,	276,526 07	
Profit and loss,	1,018,277 70	
		<hr/>
		\$12,255,741 15

Description of Road.	
1. Date when the road or portions thereof were opened for public use:—	
From Boston, Mass., to Andover, Mass., . . .	1836
Andover, Mass., to Dover, N. H., . . .	1841
Dover, N. H., to So. Berwick, Me., . . .	1843
Salmon Falls, N. H., to Portland, Me., . . .	1873
2. Length of main line of road from Boston, Mass., to Portland, Me., . . .	115.50 miles.
Length of main line of road in Massachusetts, . . .	36.75 miles.
Length of main line of road in New Hampshire, . . .	34.75 miles.
Length of main line of road in Maine, . . .	44 miles.
4. Length of double track on main line, . . .	37.09 miles.
5. Branches owned by company,—	
Medford, single track, length, . . .	2 miles.
Methuen, 1 mile double track, and 2.75 miles single track, length,* . . .	3.75 miles.
Great Falls, single track, length, . . .	2.75 miles.
Salmon Falls to S. Berwick Junct., single track, length, . . .	2.50 miles.
6. Total length of branches owned by company, . . .	11 miles.
7. Total length of branches owned by Co., in Mass., . . .	5.75 miles.
8. Total length of branches owned by Co. in N.H., . . .	2.75 miles.
Total length of branches owned by Co. in Maine, . . .	2.50 miles.
9. Length of double track on branches, . . .	1 mile.
10. Total length of road belonging to this company, . . .	126.50 miles.
11. Aggregate length of sidings and other tracks not above enumerated, . . .	71 miles.
12. Same in Massachusetts, . . .	31.50 miles.
13. Aggregate length of tracks belonging to this company, computed as single track, . . .	235.59 miles.
14. Same in Massachusetts, . . .	108.25 miles.
15. Total length of steel rails in tracks belonging to this company, . . .	69 miles.
(Weights per yard, 60 lbs.)	
17. Number of spans of bridges of 25 feet and upwards, . . .	53
18. Number of iron bridges (ag. length, 5,776 feet), . . .	30
19. Number of wooden bridges (aggregate length, 5,279 feet), . . .	32

20.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind,	Material.	Length.	When built.
Lamphrey Riv'r, New-market, N. H., . . .	Lattice, . . .	Wrought iron, . . .	156 feet, . . .	1874-75

21. No. of crossings of highways at grade, . . .	173
22. No. of crossings of highways over railroad, . . .	54
23. No. of crossings of highways under railroad, . . .	29
24. No. of highway bridges 18 feet above track, . . .	4
25. No. of highway bridges less than 18 feet above track, . . .	50
26. No. of crossings with gates or flagmen, . . .	62
27. No. of crossings without gates or flagmen, . . .	111
28. No. of railroad crossings at grade, . . .	17
Union Freight Railway at Boston, Mass.	
Metropolitan Horse Railroad, Boston, Mass.	

* Leased to Manchester and Lawrence R. R. Co. of N. H.

Fitchburg Railroad, Boston, Mass. Boston and Lowell Railroad, Boston, Mass. Eastern Railroad, Boston, Mass. Grand Junction Railroad, Boston, Mass. Middlesex Horse Railroad, Boston, Mass. Salem and Lowell Railroad, Wilmington, Mass. Merrimack Horse Railroad, No. Andover, Mass. Concord and Portsmouth Railroad, Newmarket, N. H. Portland and Rochester Railroad, Rochester, N. H. Portland, Saco and Portsmouth Railroad, North Berwick, Me. Portland, Saco and Portsmouth Railroad, Scar- boro', Me. Portland and Ogdensburg Railroad, Portland, Me. Maine Central Railroad, Portland, Me. Essex Railroad, Danvers, Mass. Eastern Railroad, Newburyport, Mass.	
29. Number of railroad crossings over other rail- roads, Great Falls and Conway R. R., Sal. Falls, N. H.,	1
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON- TRACT.	
31. Name, description and length of each—*	
Newburyport Railroad, length,	26.502 miles.
Danvers R. R., length,	9.259 miles.
Dover and Winnipiseogee R. R., length,	29 miles.
West Amesbury Branch R. R.,	4.5 miles.
Lowell and Andover R. R.,	8.95 miles.
32. Total length of above roads,	78.211 miles.
33. Total length of above roads in Massachusetts,	46.961 miles.
34. Total length of above roads in New Hampshire,	-
West Amesbury Branch R. R.,	2.25 miles.
Dover and Winnipiseogee R. R.,	29 miles.
35. Total miles of road operated by this company,	201.961
36. Total miles of road oper'd by this Co. in Mass.,	86.711
37. Number of stat's on all roads op'd by this Co.,	82
38. Same in Massachusetts,	45
39. Miles of telegraph on line of road op'd by Co.,	194
40. Miles of telegraph owned by this company,	38
41. No. of telegraph offices in Co.'s stations,	38
42. No. of telegraph stations operated by this Co.,	30
43. Number of telegraph stations operated jointly by railroad and telegraph company,	8

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 27.86 tons),	73	\$577,170 42	.361
Locomotives (maximum weight of engines in working order, 35 tons),			

* Lengths to be given in miles and decimals.

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
2. Tenders (average weight of tenders full of fuel and water, 15.72 tons), Tenders (maximum weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 47.86 tons.)	73	-	.361
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.			
4. Total length of heaviest engine and tender over all, 50 feet.			
5. Snow-plows (average weight, 10 tons.),	11	-	.0544
6. Passenger cars (average weight, 15 tons.), Passenger cars (maximum weight, 18 tons).	163	\$386,386 95	.807
7. Baggage cars (av. weight, 13 tons),			
8. 8-wheel box freight cars (av. weight, 9 tons),	374	-	1.851
9. 4-wheel box freight cars (av. weight, 4½ tons),	85	-	.421
10. 8-wheel platform cars (av. weight, 7 tons),	514	-	2.545
11. 4-wheel platform cars (av. weight, 3½ tons),	433	-	2.144
12. Other cars (coal, gravel, &c.),	222	474,221 35	1.099
13. Total value,		\$1,437,778 72	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	1,360	-	6.734
15. Number of locomotives equipped with train brakes, (Kind of brake, Smith's vacuum.)	40	-	.198
16. Number of cars equipped with train brakes, (Kind of brake, Smith's vacuum.)	141	-	.698
17. Number of passenger cars with Miller platform and buffer,	153	-	.757
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	1,033,924		
2. Speed of express pass'r trains, includ'g stops,	30 miles per hour.		
3. Speed of accommodation trains, includ'g stops,	24 miles per hour.		
4. Miles run by freight trains,	497,909		
6. Speed of accommod'n fr'ght trains, includ'g stops,	12 miles per hour.		
7. Miles run by other trains [grade and wood trains, and empty engines],	44,742		
8. Total train miles run,		1,576,575	
9. No. of through pass'rs (whole length of road),	68,966		
10. Number of local pass'rs (over part of road),	4,837,813		
11. Total number of passengers carried,		4,903,779	
12. Total pass'r mileage, or pass'rs carried one mile,		65,423,484	
13. Passenger mileage to and from other roads,	9,858,272		
14. Number of tons carried,	647,374		
15. Total freight mileage, or tons carried one mile,		25,410,756	
16. Freight mileage to and from other roads,	71,304		
17. Highest rate of fare per mile, for any distance,	5 cents.		
18. Lowest rate of fare per mile, for any distance, (single fare),	2.5 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.65 cents.		

20. Average rate of fare per mile received from passengers to and from other roads,	1.93 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.935 cent.
22. Average rate of fare per mile for <i>all</i> passengers,	2.09 cents.
23. Highest rate of freight per ton per mile, for any distance,	35 cents.
24. Lowest rate of freight per ton per mile, for any distance,	1.74 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	2.85 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.4 cents.
27. Av'ge No. of cars in pass'r tr'ns, includ'g bag'ge cars,	6
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	25
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	130 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	250 tons.
31. Number of persons regularly employed by company, including officials,	1,600

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	186,233
2. Passengers going to other States,	181,597
3. Passengers travelling only within this State,	4,064,570
Passengers in other States,	474,379
4. Total season-ticket passengers (round trip),	556,741
5. Passengers to Boston (including season),	1,923,400
6. Passengers from Boston (including season),	1,694,207
7. Season-ticket passengers to and from Boston (one round trip daily),	486,806

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	-	-	3
Employés,	-	1	4	2	4	3
Others,	-	-	7	3	7	3

Statement of each Accident.

November 7, 1874.—Patrick Ryan, crossing track at North Lawrence, was struck by passenger train, and killed.

December 5.—Ellen Hanlon, walking on track near Wakefield Junction, was struck by passenger train, and instantly killed.

December 19.—George Orcutt, brakeman on mixed train, from Lawrence to Lowell, attempted to get on top of a box freight car, near Lawrence, while train was in motion, was struck by an overhead bridge, and instantly killed.

December 26.—Wm. A. Lamson, lying on the track near Stoneham, while intoxicated, was run over by express passenger train, and instantly killed.

January 5, 1875.—Capt. O. H. Perry, of Andover, was considerably bruised at Framingham Junction, by a collision between two passenger trains.

January 5.—John R. Poor, passenger conductor of this road, had both legs cut off in attempting to get on a moving passenger train at Lowell Junction.

January 27.—A runaway hack ran into a passenger train at Prison Point, breaking the crossing-gates, and smashing the hack.

February 6.—Wm. Allen, clerk in freight department, had his foot crushed by an engine, at Causeway Street, Boston. He died of his injuries.

February 16.—E. H. Leseman, of Ballard Vale, walking on track, was struck by an express passenger train at Ballard Vale, and instantly killed.

March 1.—John Whitney and Margaret Whalen were injured by a collision between two passenger cars, at Lowell Junction.

March 26.—A boy named Powell attempted to get on a moving passenger train at Malden, but fell under, and had his arm crushed.

April 16.—Frank Leavitt, clerk in freight department, attempted to get on a moving passenger train, at Causeway Street, Boston, fell under the wheels, and had his arm crushed.

May 4.—Levi Towner, a fish pedler, attempted to drive across the track at Stoneham, in front of a passenger train, was struck by the train, and instantly killed.

May 4.—Sole Parker, walking on track at Wakefield Junction, was struck by passenger train, and instantly killed.

May 7.—Onis Seafoore, walking on track at Malden, was struck by a passenger train. Not much injured.

June 4.—George W. Hayden, employé, fell off a freight car at Somerville, was run over, and died of his injuries.

June 22.—Martin Winn, employé, fell between two cars, at car-house, Prison Point, was run over, and instantly killed.

June 24.—Thomas Reynolds, intoxicated, attempted to steal a ride on a freight train, from East Somerville, fell under the train, and had his foot crushed.

August 21.—Mark Howarth, asleep on track at Ballard Vale, was run over by a freight train, early in the morning, and instantly killed.

September 28.—Charles E. Kidder, engineman, was slightly injured by train being thrown from the track, by striking a cow near Groveland.

NATHANIEL G. WHITE,
GEORGE C. LORD,
JOHN FELT OSGOOD,
N. W. FARWELL,
S. E. SPRING,
JAS. R. NICHOLS,
WM. S. STEVENS,
AMOS PAUL,
NATH'L J. BRADLEE,

Directors of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Nathaniel G. White, George C. Lord, John Felt Osgood, N. W. Farwell, S. E. Spring, James R. Nichols, Wm. S. Stevens, Amos Paul and Nathaniel J. Bradlee, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD, *Justice of the Peace.*

Name and Residence of Officers.

Nathaniel G. White, Lawrence, Mass., *President*; James T. Furber, Lawrence, Mass., *General Superintendent*; Amos Blanchard, Lowell, Mass., *Treasurer*; Chauncey P. Judd, Reading, Mass., *Clerk*.

Address of above officers is at Boston, Mass.

Proper Address for the Company.

BOSTON & MAINE RAILROAD, BOSTON, MASS.

I have examined the foregoing Report of the Directors of the Boston & Maine Railroad, and approve the same.

GEORGE FOSTER,
Commissioner for Massachusetts.

I have examined the foregoing report of the Directors of the Boston & Maine Railroad, and approve the same.

BENJ. F. HALEY,
Commissioner for New Hampshire.

REPORT

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$4,000,000 00
2. Capital stock authorized by votes of company,	4,000,000 00
3. Cap. st'k issued (No. of sh's, 40,000), am't p'd in,	4,000,000 00
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,	\$4,000,000 00
7. Cap. st'k p'd in, per mile of road owned by Co.,	63,959 07
9. Par value of shares, \$100 (the average price at which shares were sold, \$153).	
10. Number of stockholders,	1,601
11. Amount of stock held in Massachusetts,	3,227,000 00
12. Number of stockholders in Massachusetts,	1,250
DEBT.	
14. Total amount of funded debt [7 per cent. bonds, due July 1, 1893],	500,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	1,009,000 00
17. Other debts—current credit balances, &c. [dividend due Nov. 15, and balances due other roads, &c.],	173,476 98
18. <i>Total debt liabilities</i> ,	1,682,476 98
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	1,437,492 09
21. Proportion of same per mile of road,	22,985 16
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$775,000 00
2. Bridging,	110,840 00
3. Superstructure, including rails,	967,754 47
4. Land, land damages and fences,	501,094 72
5. Pass., fr'ght and water stations and wood-sheds,	} 732,305 84
6. Engine-houses, car-sheds and turn-tables,	
7. Other construction accounts,	610,604 97
9. Engineering, agencies, salaries, and other expenses during construction,	95,000 00
10. <i>Total expended for construction</i> ,	\$3,792,600 00
11. Av. cost of constr'n per mile of road built by Co.,*	60,642 79
12. Same per mile of single track built by company, not including sidings,	35,597 89
13. Proportion of cost of constr'n for Mass.,	3,155,850 72

* The Stoughton Branch was not included in reply to this question in the report of 1874.

EQUIPMENT.		
14. Locomotives (number, 42),	\$105,300 00	
15. Snow-plows on wheels, (number, 26),	} 44,100 00	
16. Passenger, mail and baggage cars (number, 82),		
17. Freight and other cars (number, 616),		58,000 00
19. <i>Total for equipment,</i>		\$207,400 00
20. <i>Av. cost of equip't per mile of road operated by Co.,</i>	3,116 92	
21. <i>Proportion for Massachusetts,</i>	174,652 80	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
22. Stoughton branch, purchased for,	85,400 00	
Stock of Prov., War. & Bristol road, 1,676 sh's common; 1,340 shares pref., purchased for,	283,499 27	
23. Stock of Fall River, Warren & Prov. road (903 shares) and equipment, purchased for,	50,395 36	
24. Bonds of Fall Riv., War. & Prov. road, purch'd for	300,000 00	
28. Lands not used for the business of road,	} 212,168 69	
29. Other property purchased,		
Construction not apportioned,	736,329 52	
30. <i>Total,</i>		1,667,792 84
31. <i>Property in Massachusetts (including proportion of equipment),</i>	-	-
32. <i>WHOLE AM'T OF PERMANENT INVESTMENTS,</i>		5,667,792 84
33. <i>Proportion for Massachusetts,</i>	4,716,212 43	
34. <i>TOTAL PROPERTY AND ASSETS OF THE CO.,</i>		6,141,655 00

Expenditures Charged to Property Account for the Year.		
4. Land,		\$2,000 00
15. Any other expenditures charged to property account, specifying same,—		
Construction not apportioned,	} 108,669 26	
Addition to improvement account for the year,		
16. <i>TOTAL,</i>		110,669 26
17. Property sold and credited property account during the year [sale of stock of Mansfield & Framingham road],		15,000 00
18. <i>Net addition to property account for the year,</i>		95,669 26

Revenue for the Year.		
1. Receipts from local passengers on roads operated by this Co.,	\$694,524 69	
2. Receipts from passengers from and to other roads over roads operated by this company,	202,879 34	
4. Receipts for express,	31,731 54	
5. Receipts for mails,	6,711 79	
6. <i>Total receipts from passenger department,</i>	935,847 36	
7. Receipts from local freight on roads operated by this Co.,	330,874 47	
8. Receipts from freight from and to other roads over roads operated by this company,	228,306 22	
10. <i>Total receipts from freight department,</i>	619,180 69	
12. <i>TOTAL EARNINGS,</i>		1,555,028 05
13. <i>Earnings per mile of road operated,</i>	\$23,369 82	
14. <i>Earnings per mile of road operated—computed as single track, not including sidings,</i>	14,067 55	
15. <i>Per train mile,</i>	1.943	
16. <i>Proportion for Massachusetts,</i>	1,309,647 28	
18. <i>Income from rent of property other than road and equipment, specifying same,</i>		17,642 55

19. Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, etc., specifying same),—	
Interest received,	\$8,587 71
20. TOTAL INCOME,	1,581,258 31
21. Percentage to capital stock and debt,	29.08
22. Percentage to means applied to constr'n, equipm't, &c.,	27.89

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

Sleepers,	\$28,240 34
1. Repairs of road exclusive of bridges and new rails,	111,964 91
3. Steel rails, deducting old rails sold (number of miles, weight per yard,),	82,067 05
4. Repairs of bridges,	53,391 62
5. Repairs of buildings and fixtures (stations),	49,430 68
7. Repairs of fences, road crossings and signs,	6,390 57
8. TOTAL,	331,485 17
9. Proportion of same to passenger department,*	\$199,494 49
10. Proportion of same to freight department,*	131,990 68

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	83,218 22
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	25,627 05
3. Insurance premiums and losses by fire, and damages for fires set by engines,	16,896 58
4. Repairs of locomotives,	50,833 66
8. Removing ice and snow,	4,766 79
9. Fuel for locomotives and cars, 15,783 tons coal, at \$7.31.18,	115,402 14
12. Oil and waste,	13,460 32
13. Switchmen, watchmen, flag and signal men,	42,210 99
14. Telegraph expenses,	1,405 20
15. TOTAL,	353,820 95
16. Proportion belonging to passenger department,*	\$212,936 61
17. Proportion belonging to freight department,*	140,884 34

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	26,230 47
2. New passenger, mail and baggage cars, (charged to operating expenses),	8,500 00
4. Salaries, wages and incidentals of passenger department,	195,178 40
6. TOTAL,	229,908 87

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	29,952 34
3. Damages and gratuities, freight,	7,445 05
4. Salaries, wages and incidentals of freight department,	181,409 51
6. TOTAL,	218,806 90
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	1,134,021 89
8. Per mile of the road operated,	\$17,042 71
9. Per mile of single track operated, not including sidings,	10,258 92
10. Per train mile,	1.417
11. Proportion for Massachusetts,	955,073 44
12. Percentage of expenses to income,	71.71

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$447,236 42
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* Computed on *gross receipts* from passenger and freight departments.

2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed,—	
Rent of Attleborough Branch R. R., included in "Expenses of Operating Road," &c.	
3. <i>Net income above oper'g expenses and am't p'd for rent of road,</i> .	\$447,236 42
4. Percentage of same to capital stock and debt, 8.22	
5. Percentage to total means applied to construction, equipment, &c., 7.89	
6. Paid for interest,	82,454 22
7. Dividends declared, 9 per cent. for the year, amount, . . .	360,000 00
8. Date of last dividend declared,	Nov., 1875.
9. Balance for the year, or surplus,	4,782 20
10. Surplus at commencement of the year, \$464,277 82	
Charged direct to surplus, ^a 9,882 00	
	454,395 82
11. TOTAL SURPLUS,	459,178 02
12. Paid to sinking funds in hands of trustees,	—
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$935,847 36
2. (Total receipts per train mile, \$1.828.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	199,494 49
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	212,936 61
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class, 3, No. 6,	229,908 87
6. TOTAL EXPENSES,	642,339 97
7. (Total expenses per train mile, \$1.255.)	
8. NET EARNINGS,	293,507 39
9. (Net earnings per train mile, \$0.573.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$619,180 69
2. (Total receipts per train mile, \$2.146.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	131,990 68
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	140,884 34
5. Expenses, proportion of " <i>Freight Train Expenses</i> ," as per Class 4, No. 6,	218,806 90
6. TOTAL EXPENSES,	491,681 92
7. (Total expenses per train mile, \$1.704.)	
8. NET EARNINGS,	127,498 77
9. (Net earnings per train mile, \$0.442.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.

Construction and equipment,	\$4,000,000 00
Stoughton Branch,	85,400 00
Providence, Warren & Bristol Railroad stock,	283,499 27
Fall River, Warren & Prov. R. R. stock, bonds and equipment,	350,395 36
Real estate,	212,168 69
Cash and cash funds,	33,069 93
<i>Amount carried forward,</i>	\$4,964,533 25

^a Loss on sale of Mansfield & Framingham stock.

<i>Amount brought forward,</i>	\$4,964,533 25
Notes receivable,	13,480 03
Improvement account, including new passenger station, Boston,	736,329 52
Materials on hand,	228,877 27
Balances due from other roads, &c.,	198,434 93
	<u>\$6,141,655 00</u>

	CR.	
Capital stock,	\$4,000,000 00	
Seven per cent. bonds, due 1893,	500,000 00	
Notes payable,	1,009,000 00	
Unclaimed dividends,	7,570 00	
Dividend No. 78, due November 15, 1875,	160,000 00	
Balances due other roads, &c.,	5,906 98	
Income account, surplus,*	459,178 02	
	<u>\$6,141,655 00</u>	

Description of Road.	
1. Date when opened for public use,—	
From Boston to Readville,	June 4, 1834.
Boston to Providence,	August, 1835.
2. Length of main line of road, from Boston to Providence,	44 miles.
Length of main line of road in Massachusetts,	38 miles.
Length of main line of road in Rhode Island,	6 miles.
4. Length of double track on main line,	44 miles.
5. Branches owned by company:—	
West Roxbury, single track, length,	5 miles.
Dedham, single track, length,	2 miles.
India Point, single track, length,	7.5 miles.
Stoughton, single track, length,	4.04 miles.
6. Total length of branches owned by company,	18.54 miles.
7. Total length of branches owned by company in Massachusetts,	14.04 miles.
8. Total length of branches owned by company in Rhode Island,	4.5 miles.
10. Total length of road belonging to this company,	62.54 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	22 miles.
12. Same in Massachusetts,	15.5 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	128.54 miles.
14. Same in Massachusetts,	105.54 miles.
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 50 to 60 lbs.)	70 miles.
16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 60 lbs.)	1 mile.
17. No. of spans of bridges of 25 feet and upwards,	16
18. Number of iron bridges (agg. length, 625 feet),	8
19. No. of wooden bridges (agg. length, 1,002 feet),	3

20. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Hebronville,	River,	Iron,	70 feet,	September, 1875.
West Mansfield,	River,	Brick,	45 feet,	September, 1875.

* Profit and loss.

21. No. of crossings of highways at grade, . . .	52	
22. No. of crossings of highways over railroad, . .	43	
23. No. of crossings of highways under railroad, .	4	
24. Number of highway bridges 18 feet above track,	5	
25. Number of highway bridges less than 18 feet above track,	37	
26. Number of crossings with gates or flagmen, . .	42	
27. Number of crossings without gates or flagmen,	10	
28. No. of railroad cross'gs at grade [Boston & Al- bany R. R.],	1	
30. No. of railroad cross'gs under other railroads [N. Y. & New England at Readville, Prov. & Worcester in Attleborough],	2	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
31. Name, description and length of each,— Attleborough Branch, length,	4 miles.	
32. Total length of above roads,		4 miles.
33. Total length of above roads in Massachusetts, .	4 miles.	
35. Total miles of road operated by this company,		66.54
36. Total miles of road oper'd by this Co. in Mass.,	56.04	
37. No. of stat'ns on all roads operated by this Co.,	43	
38. Same in Massachusetts,	39	
39. Miles of telegraph on line of road oper'd by Co.,	53	
40. Miles of telegraph owned by this company, . .	4	
41. No. of telegraph offices in company's stations, .	14	
42. No. of telegraph stations operated by this Co., .	1	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	13	

Rolling Stock.

	Total number.	Value.	No. per mile road operated	
1. Locomotives (average weight of engines in working order, 56,000 lbs.), Locomotives (maximum weight of engines in working order, lbs.),	42	\$105,300 00	.63	
2. Tenders (average weight of tenders full of fuel and water, 34,000 lbs.), Tenders (maximum weight of tenders full of fuel and water, lbs.), (Average joint weight of engines and tenders, 90,000 lbs.),			42	.63
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet 2 in.)				
4. (Total length of heaviest engine and tender over all, 51 feet 1 in.)				
5. Snow-plows (average weight, 630 lbs.),	26	44,100 00	.39	
6. Passenger cars (average weight, 36,000 lbs.), [And 7 44-94 of 7 line cars and 44-232 of 11 line cars.]	71		1.14	
Passenger cars (maximum weight, lbs.),				
7. Mail and baggage cars (av. weight, 31,175 lbs.), [And 44-232 of 5 line cars.]	11		.16	

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
8. 8-wheel box freight cars (av. weight, 16,000 lbs.),	267	58,000 00	4.04
9. 4-wheel box freight cars (av. weight, 8,500 lbs.),	6		.09
10. 8-wheel platform cars (av. weight, 12,500 lbs.),	98		1.48
11. 4-wheel platform cars (av. weight, lbs.),	-		-
12. Other cars (coal, gravel, &c.),	245		3.71
13. Total value,	.	\$207,400 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	490	-	7.36
15. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)	19	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	{ 16 87	- -	- -
17. Number of passenger cars with Miller platform and buffer,	88	-	-

Mileage, Traffic, &c.		
1. Miles run by passenger trains,	511,783	
2. Speed of express passenger trains, includ'g stops,	38 miles per hour.	
3. Speed of accommodation trains, including stops,	22 miles per hour.	
4. Miles run by freight trains,	288,486	
5. Speed of express freight trains, including stops,	22 miles per hour.	
6. Speed of accommod'n fr'ght trains, includ'g stops,	10 miles per hour.	
8. Total train miles run,		800,269
9. No. of through pass'rs (whole length of road),	242,875	
10. No. of local passengers (over part of road),	3,281,502	
11. Total number of passengers carried,		3,524,377
12. Total pass'r mileage, or pass'rs carried one mile,		38,743,664
13. Passenger mileage to and from other roads,	8,416,154	
14. Number of tons carried,	691,318	
15. Total freight mileage, or tons carried one mile,		18,449,599
16. Freight mileage to and from other roads,	11,423,822	
17. Highest rate of fare per mile, for any distance,	5 cents.	
18. Lowest rate of fare per mile, for any distance, (single fare),	2.5 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.8 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,	2.2 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.1 cents.	
22. Average rate of fare per mile for all-passengers,	2.3 cents.	
23. Highest rate of freight per ton per mile, for any distance,	50 cents.	
24. Lowest rate of freight per ton per mile, for any distance,	2.5 cents.	
25. Average rate of freight per ton per mile on roads operated by this company,	4.7 cents.	

26. Average rate of freight per ton per mile to and from other roads,	2.5 cents.
27. Average number of cars in passenger trains, including baggage cars,	6
28. A'rage No. of cars in fr't tr'ns, (basis of 8 wheels),	28
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	150.588 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	255 tons.
31. Number of persons regularly employed by company, including officials [11 and 789],	800

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	277,954
2. Passengers going to other States,	302,750
3. Passengers travelling only within this State,	2,857,766
4. Total season-ticket passengers (round trip),	662,763
5. Passengers to Boston (including season),	1,268,282
6. Passengers from Boston (including season),	1,104,960
7. Season-ticket passengers to and from Boston (one round trip daily),	572,619

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	2	-	2	-
Employés,	-	-	1	-	1	-
Others,	-	-	7	3	7	3

Statement of each Accident.

October 26, 1874.—John Tobin, clerk in Boston freight house of this road, was killed by 9.30 P. M. train, while walking on track between Base Ball grounds and Ruggles Street, being at the time intoxicated.

December 23.—Thomas Riley was run over and killed by 5.10 P. M. train from Boston, at "Bingham's Crossing," Dedham. Very much intoxicated.

February 24, 1875.—Herbert J. Spencer, 11 years old, slightly injured by hand car near "Tremont Crossing," on account of his own carelessness.

March 18.—A sailor, name unknown, jumped from a train near "Mansfield" station; was well shaken up, but not dangerously injured.

April 20.—Patrick McCarren, of Pawtucket, was run over and killed on Attleborough Branch Railroad. He was a pack-peddler, and very deaf.

April 22.—Mrs. Pell, 76 years of age, and deaf, while walking on track of Stoughton Branch Railroad, was struck by a train, and died in a few hours.

May 8.—Cornelius Clapp, a worthy resident of Jamaica Plain, 38 years of age, having got on board a Providence train by mistake, jumped off at "Forest Hill" station, and was instantly killed.

May 13.—Robert Crumett, 75 years of age, father of station agent at “Hyde Park,” while walking on track near that station, was struck and instantly killed.

May 17.—Albert Hazelton, 10 years of age, while going from school and walking on track, was struck by a gravel train near Ruggles Street, and so injured that he died the next day.

June 2.—John Riley, living at South Boston, walking on track on Back Bay, was struck by an engine and so injured that he died same evening.

July 8.—Catharine Boylan, 31 years of age, residing at Jamaica Plain, while crossing track near “Roxbury” station, was struck by 9.30 P. M. train and killed.

August 11.—Patrick McPartland, jumped or fell from an extra picnic train near “Lowell Bridge,” and was badly cut about the head.

September 1.—Joseph Blum, of Attleborough, a man about 70 years old, while attempting to get on a moving train at “Roxbury” station, fell and was so injured that he died on the 7th.

HENRY A. WHITNEY,
G. W. HALLET,
W. R. ROBESON,
F. M. WELD,
J. W. BALCH,

Directors of the Boston & Providence Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 29, 1875. Then personally appeared Henry A. Whitney, G. W. Hallet, F. M. Weld, Wm. R. Robeson, and J. W. Balch, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

B. B. TORREY, *Justice of the Peace.*

Name and Residence of Officers.

John H. Clifford, *President*, Boston and New Bedford; A. A. Folsom, *Superintendent*, Boston; B. B. Torrey, *Treasurer*, Boston; Winslow Warren, *Clerk of Corporation*, Boston. *Directors.*—John H. Clifford, Boston and New Bedford; G. W. Hallet, T. P. I. Goddard, Providence, R. I.; Wm. R. Robeson, F. M. Weld, J. W. Balch, Henry A. Whitney, Boston.

Proper Address for the Company.

BOSTON & PROVIDENCE RAILROAD CORPORATION.

REPORT

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[A Narrow-gauge Road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$350,000 00	
2. Capital stock authorized by votes of company,	350,000 00	
3. Cap. st'k issued (No. of sh's, 3,445,), am't paid in,	344,500 00	
4. Cap. st'k p'd in on sh's not iss'd, (No. of sh's, 2),	200 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,	344,700 00	
6. Cap. st'k, total amount actually realized,	344,700 00	
7. Cap. st'k p'd in, per mile of road owned by Co.,	39,170 45	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	115	
11. Amount of stock held in Massachusetts,	342,900 00	
12. Number of stockholders in Massachusetts,	112	
DEBT.		
13. Funded debt, as follows:—		
Bonds, due 1885, rate of int'st, 7 per cent.,	1,000 00	\$1,000 00
14. Total amount of funded debt,		
15. Unfunded debt, incurred for construction, equip- ment or purchase of property [notes payable],	86,063 83	
18. Total debt liabilities,		\$87,063 83
19. (Amount actually received from the same),	87,063 83	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not repre- sent permanent investments,	Nothing.	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
Tunnel in East Boston,	\$26,292 00	
1. Grading and masonry,	46,088 04	
		\$72,380 04
2. Bridging,	48,313 11	
3. Superstructure, including rails,	54,976 71	
4. Land, land damages and fences,	19,179 10	
5. Pass., fr'ght and water stations and wood-sheds,	16,465 94	
6. Engine-houses, car-sheds and turn-tables,	1,224 71	
9. Engineering, agencies, salaries, and other ex- penses during construction,	18,920 51	
10. Total expended for construction,		\$231,460 12
11. Av. cost of constr'n per mile of road built by Co.,	26,302 29	

12. Same per mile of single track built by company, not including sidings,	\$26,302 29	
13. Proportion of cost of construction for Mass.,	231,460 12	
EQUIPMENT.		
14. Locomotives (number, 3),	21,540 10	
16. Passenger, mail and baggage cars (number, 7),	24,291 72	
17. Freight and other cars (number, 24),	4,836 89	
18. Machinery and tools,	533 65	
19. Total for equipment,		\$51,202 36
20. Av. cost of equip't per mile of road operated by Co.,	5,818 45	
21. Proportion for Massachusetts,	51,202 36	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
29. Other property purchased,— Cost of fixtures and building for ferry-house in Boston,	8,702 23	
Steam ferry-boat,	13,521 12	
30. Total,		22,223 35
31. Property in Massachusetts (including proportion of equipment),	282,662 48	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		304,885 83
33. Proportion for Massachusetts,	304,885 83	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		451,635 72
Revenue for the Year. <i>a</i>		
1. Receipts from local passengers on roads operated by Co.,	\$23,177 70	
4. Receipts for express,	14 74	
6. Total receipts from passenger department,	23,192 44	
12. TOTAL EARNINGS,	23,192 44	
13. Earnings per mile of road operated,	\$2,635 50	
14. Earnings per mile of road operated—computed as single track, not including sidings,	2,635 50	
15. Per train mile,	\$1.621	
16. Proportion for Massachusetts,	23,192 44	
18. Income from rent of property other than road and equipment [building in Lynn],		88 02
19. Income from all other sources [net income from ferry],	2,969 43	
20. TOTAL INCOME,		26,249 89
21. Percentage of same to capital stock and debt,	6.06	
22. Percentage to means applied to constr'n, equipm't, &c.,	8.61	
Expenses of Operating the Road for the Year.		
CLASS 2.—General Traffic Expenses.		
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	\$4,156 63	
4. Repairs of locomotives,	20 35	
9. Fuel for locomotives and cars, 220 tons of coal, cost about \$6 per ton,	1,316 81	
10. Water,	66 40	
12. Oil and waste,	25 41	
13. Switchmen, watchmen, flag and signal men,	277 33	
15. TOTAL,	5,862 93	
16. Proportion belonging to passenger department,	\$5,862 93	
CLASS 3.—Passenger-Train Expenses.		
1. Repairs of passenger, mail and baggage cars,	222 13	
3. Damages and gratuities, passenger,	20 00	
4. Salaries, wages and incidentals of passenger department,	2,617 27	
6. TOTAL,	2,859 40	

a From July 29 to September 30, inclusive.

7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	\$8,722 33
8. Per mile of the road operated,	\$991 17
9. Per mile of single track operated, not including sidings,	991 17
10. Per train mile, . . . . .	.6096
11. Proportion for Massachusetts,	8,722 33
12. Percentage of expenses to income,	33.2
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$17,527 56
3. <i>Net income above oper'g expenses and am't p'd for rent of road,</i>	17,527 56
4. Percentage of same to capital stock and debt,	5.08
5. Percentage to total means applied to construction, equipment, etc.,	5.75
8. Date of last dividend declared,	-
9. Balance for the year, or surplus,	17,527 56
10. Surplus at commencement of business, interest,	\$154 33
Gift,	2,190 00
	2,344 33
11. TOTAL SURPLUS,	19,871 89
Receipts, Expenses, Net Earnings, Etc., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$23,192 44
2. (Total receipts per train mile, \$1.621.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	None.
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	5,862 93
5. Expenses, proportion of " <i>Passenger Train Expenses</i> ," as per Class 3, No. 6,	2,859 40
6. TOTAL EXPENSES,	8,722 33
7. (Total expenses per train mile, \$0.609.)	
8. NET EARNINGS,	14,470 11
9. (Net earnings per train mile, \$1.012.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
East Boston tunnel,	\$26,292 00
Grading and masonry,	46,088 04
	<hr/>
	\$72,380 04
Land, land damages and fences,	19,179 10
Superstructure,	54,976 71
Bridging,	48,313 11
Stations, etc.,	16,465 94
Engine-houses and turn-tables,	1,224 71
Engineering, salaries and expenses,	18,920 51
Locomotives,	21,540 10
Passenger cars,	24,291 72
Freight and other cars,	4,836 89
Machinery and tools,	533 65
Ferry property,	22,223 35
Cash,	48,560 94
Notes receivable,	98,188 95
	<hr/>
	\$451,635 72

	CR.	
Capital stock,		\$344,500 00
Stock paid for but not issued,		200 00
Bonds,		1,000 00
Notes payable,		86,063 83
Surplus,		19,871 89
		<u>\$451,635 72</u>

Description of Road.	
1. Date when the road or portions thereof were opened for public use,— From East Boston to Lynn,	July 29, 1875.
2. Length of main line of road from East Boston to Lynn,	8.8 miles.
Length of main line of road in Massachusetts,	8.8 miles.
10. Total length of road belonging to this company,	8.8 miles.
11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.5 mile.
12. Same in Massachusetts, . . . . .	.5 mile.
13. Aggregate length of track belonging to this company, computed as single track,	9.3 miles.
14. Same in Massachusetts,	9.3 miles.
17. Number of spans of bridges of 25 feet and upwards,	2
19. Number of wooden bridges (aggregate length, 7,542 feet),	13

20. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
East Boston,	Pile bridge,	Wood,	2,005 feet,	1875.
"	"	"	1,510 "	"
"	"	"	940 "	"
Revere,	"	"	18 "	"
"	"	"	18 "	"
Revere to Lynn,	"	"	1,844 "	"
Lynn,	"	"	50 "	"
"	"	"	345 "	"
"	"	"	160 "	"
"	"	"	165 "	"
"	"	"	148 "	"
"	"	"	79 "	"
"	"	"	770 "	"

21. No. of crossings of highways at grade,	8	
22. No. of crossings of highways over railroad,	1	
25. No. of highway bridges less than 18 feet above track,	1	
26. No. of crossings with gates or flagmen,	6	
27. Number of crossings without gates or flagmen,	2	
28. No. of railroad crossings at grade,	-	-
35. Total miles of road operated by this company,		8.8 miles.
36. Total miles of road oper'd by this Co. in Mass.,		8.8 miles.
37. No. of stat'ns on all roads operated by this Co.,	10	
38. Same in Massachusetts,	10	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 44,000 lbs.),	3	\$21,540 10	.341
Locomotives (maximum weight of engines in working order, 45,000 lbs.), [All Farley engines, with locomotives and tenders entire.]			
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 25 feet.)			
4. (Total length of heaviest engine and tender over all, 32 feet.)			
6. Passenger cars (average weight, 17,000 lbs.),	-	-	-
Passenger cars (maximum weight, 18,000 lbs.),	7	24,291 72	.796
8. 8-wheel box fr'ght cars (av. weight, not known),	2a	1,600 00	.227
10. 8-wheel platform cars (av. weight, not known),	2a	1,400 00	.227
12. Other cars (coal, gravel, &c.),	20	1,836 89	2.273
13. Total value,		\$50,668 71	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	14	-	1.591
17. Number of passenger cars with Miller platform and buffer,	7	-	-
Mileage, Traffic, &c.			
[Business of 64 days.]			
1. Miles run by passenger trains,		14,307	
3. Speed of accommodation trains, including stops,		17.6 miles per hour.	
8. Total train miles run,			14,307
9. No. of through pass's (whole length of road),		132,959	
10. No. of local passengers (over part of road),		67,534	
11. Total number of passengers carried,			200,493
12. Total pass'r mileage, or pass'rs carried one mile,			1,467,188
17. Highest rate of fare per mile, for any distance,		5 cents.	
18. Lowest rate of fare per mile, for any distance (single fare),		2½ cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,		1.65 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		1 cent.	
22. Average rate of fare per mile for all passengers,		1.64 cents.	
27. Average number of cars in passenger trains, including baggage cars,		3.5	
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,		103,500 lbs.	
31. Number of persons regularly employed by company, including officials,		30	

a Used, when necessary, for passengers.

Classification of Business.	
PASSENGERS.	
3. Passengers travelling only within this State,	200,493
4. Total season-ticket passengers (round trip),	2,106
5. Passengers to Boston (including season),	90,441
6. Passengers from Boston (including season),	91,807
7. Season-ticket passengers to and from Boston (one round trip daily),	2,106

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	1	—	—	—	1
Employés, . . .	—	—	—	—	—	—
Others, . . .	—	—	—	—	—	—

Statement of each Accident.

One passenger had his foot jammed slightly under the forward seat of a car, caused by the car's running into rear of the engine while switching.

A. P. BLAKE,
JOHN G. WEBSTER,
HENRY S. WASHBURN,
T. W. PORTER,
J. N. BROWN,
T. B. DIX,
HENRY BREED,
Directors of the Boston, Revere Beach & Lynn Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 26, 1875. Then personally appeared A. P. Blake, John G. Webster, Henry S. Washburn, T. W. Porter, John N. Brown, T. B. Dix and Henry Breed, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. BIRD, *Justice of the Peace.*

Name and Residence of Officers.

A. P. Blake, Hyde Park, *President*; John G. Webster, Boston, *Treasurer*; David Loring, Boston, *Secretary*; A. P. Blake, Hyde Park, *Superintendent.*

Proper Address for the Company.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
48 Congress Street, Room 12, BOSTON.

REPORT
OF THE
CHESHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$2,250,000 00
2. Capital stock authorized by votes of company,	2,153,300 00
3. Cap. st'k issued (No. of sh's, 21,533), am't p'd in,	2,085,925 00
5. Cap. st'k, total am't p'd in, as per books of the Co.,	\$2,153,300 00
6. Cap. stock, total amount actually realized,	2,085,925 00
7. Cap. st'k p'd in per mile of road owned by Co.,	40,158 52
8. Cap. st'k, No. of sh's issued not entitled to div'ds,	533
9. Par value of shares, \$100; (the average price at which shares were sold, \$97).	
10. Number of stockholders,	720
11. Amount of stock held in Massachusetts,	1,821,400 00
12. Number of stockholders in Massachusetts,	531
DEBT.	
13. Funded debt, as follows:—	
Bonds, due July 1, 1875, int'st, 6 per cent.,	700 00
Bonds, due Jan'y 1, 1877, int'st, 6 per cent.,	30,000 00
Bonds, due July 1, 1877, int'st, 6 per cent.,	150,000 00
Bonds, due July 1, 1880, int'st, 6 per cent.,	593,900 00
14. Total amount of funded debt,	774,600 00
16. Unfunded debt incurred for any other purpose,	104,000 00
17. Other debts,—current credit balances, &c.,	28,881 00
18. Total debt liabilities,	907,481 00
19. (Amount actually received from the same),	848,091 00a
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debit balances as do not represent permanent investments,	885,287 18
21. Proportion of same per mile of road,	16,510 39
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$1,490,749 84
2. Bridging,	41,490 38
3. Superstructure, including rails,	480,371 86
4. Land, land damages and fences,	128,379 40
5. Pass., fr'ght and water stations, and wood-sheds,	55,000 00
6. Engine-houses, car-sheds and turn-tables,	22,000 00
7. Machine shops,	25,000 00
8. Interest paid during construction, discount, &c.,	} 119,715 74
9. Engineering, agencies, salaries and other expenses during construction,	
10. Total expended for construction,	\$2,362,707 22

a Assuming the Ashuelot R. R. bonds, received in exchange for the July 1877 bonds, to be worth par value, the 1880 bonds were sold at 90 per cent., the others at par.

11. Av. cost of constr'n per mile of road built by Co.,	\$44,063 92	
12. Same per mile of single track built by company, not including sidings,	44,063 92	
13. Proportion of cost of constr'n for Mass.,	476,330 97	
EQUIPMENT.		
14. Locomotives (number, 31),	138,469 39	
15. Snow-plows on wheels (number, 2),	-	-
16. Passenger, mail and baggage cars (number, 33),	24,971 86	
17. Freight and other cars (number, 419),	158,825 07	
18. Machinery and tools,	4,333 52	
19. Total for equipment,		\$326,599 84
20. Av. cost of equip't per mile of road operated by Co.,	5,093 57	
21. Proportion for Massachusetts, *	108,544 00	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
24. Bonds of Ashuelot R. R., nominal am't purchased for	160,000 00	
30. Total,		160,000 00
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		2,849,307 06
33. Proportion for Massachusetts,	574,432 59	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		3,076,391 42
Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,	\$44,373 16	
2. Receipts from passengers from and to other roads over roads operated by this company,	136,246 75	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,		
4. Receipts for express,	8,676 91	
5. Receipts for mails,	10,240 00	
6. Total receipts from passenger department,	199,536 82	
7. Receipts from local freight on roads operated by this Co.,	31,365 07	
8. Receipts from freight from and to other roads over roads operated by this company,	406,586 03	
9. Receipts from freight over other roads as tolls, or for use of cars of this company [\$12,595.13, included above in balances of freight accounts],		
10. Total receipts from freight department,	437,951 10	
11. Receipts as rents for use of buildings and shop work,	18,776 78	
12. TOTAL EARNINGS,	656,264 70	
13. Earnings per mile of the road operated,	\$10,234 94	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	10,234 94	
15. Per train mile,	1.036	
16. Proportion for Massachusetts,	218,106 68	
19. Income from all other sources,	2,108 00	
20. TOTAL INCOME,	658,372 70	
21. Percentage to capital stock and debt,	21.66	
22. Percentage of same to means applied to construction, equipment, &c.,	23.10	
Expenses of Operating the Road for the Year.		
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses.)		
1. Repairs of road, exclusive of bridges and new rails,	\$53,748 17	
2. New iron rails, deducting old rails sold (number of miles, 6.35, weight per yard, 60 lbs.),	13,480 57	
3. Steel rails, deducting old rails sold, (number of miles, 7.39 weight per yard, 59 lbs.),	57,751 05	

4. Repairs of bridges,	\$14,182 94
5. Repairs of buildings and fixtures (stations),	15,472 79
7. Repairs of fences, road crossings and signs,	680 03
8. TOTAL,	155,315 55
9. Proportion of same to passenger department,*	\$48,614 52
10. Proportion of same to freight department,*	106,701 03

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	24,118 72
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	13,707 17
3. Insurance premiums and losses by fire and damages for fires set by engines,	13,874 94
4. Repairs of locomotives,	37,272 97
6. New locomotives (charged to operating expenses),	11,000 00
8. Removing ice and snow,	4,183 16
9. Fuel for locomotives and cars — 20,402 cords of wood, \$114,175.66; 1,670 tons of coal; \$16,314.41,	130,490 07
10. Water,	584 00
11. Fuel for stations and shops,	3,381 00
12. Oil and waste,	12,398 99
13. Switchmen, watchmen, flag and signal men,	10,942 52
14. Telegraph expenses,	2,773 50
15. TOTAL,	264,727 04
16. Proportion belonging to passenger department,	\$82,860 85
17. Proportion belonging to freight department,	181,866 19

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	15,405 70
2. New passenger, mail and baggage cars (charged to operating expenses),	3,000 00
3. Damages and gratuities, passenger,	32 50
4. Salaries, wages and incidentals of passenger department,	23,151 93
5. Amount paid other corporations or individuals not operating roads, for use of passenger cars and repairs of same,	350 00
6. TOTAL,	41,940 13

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	25,742 33
3. Damages and gratuities, freight,	265 35
4. Salaries, wages and incidentals of freight department,	93,454 44
5. Paid corporations or individuals not operating roads for use of freight cars, \$20,621.08; deducted in revenue account and settled in balances of freight accounts.	
6. TOTAL,	119,462 12
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	581,444 84
8. Per mile of the road operated,	\$9,068 07
9. Per mile of single track operated, not including sidings,	9,068 07
10. Per train mile, . . . . .	.918
11. Proportion for Massachusetts,	193,240 63
12. Percentage of expenses to income,	88.31

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$76,927 86
2. Amount paid other companies as rent, &c.,— Vt. & Mass. Division of Fitchburg R.R. (per contract,)	54,000 00
3. Net income above operat'g expenses and am't p'd for rent of road,	22,927 86
4. Percentage of same to capital stock and debt, . . . . .	.74
5. Percentage to total means applied to construction, equipment, &c., . . . . .	.806

* Computed on gross receipts from passenger and freight departments.

6. Paid for interest,	\$47,789 75
7. Dividends declared, 4 per cent. for the year, amount,	84,000 00
8. Date of last dividend declared,	July 15, 1875.
9. Balance for the year, deficit,	108,861 89
10. Surplus at commencement of the year,	124,472 31
11. TOTAL SURPLUS,	15,610 42
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$199,536 82
2. (Total receipts per train mile, \$1.393.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	48,614 52
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	82,860 85
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	41,940 13
6. TOTAL EXPENSES,	173,415 50
7. (Total expenses per train mile, \$1.211.)	
8. NET EARNINGS,	26,121 32
9. (Net earnings per train mile, \$0.182.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$437,951 10
2. (Total receipts per train mile, \$0.928.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	106,701 03
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	181,866 19
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	119,462 12
6. TOTAL EXPENSES,	408,029 34
7. (Total expenses per train mile, \$0.865.)	
8. NET EARNINGS,	29,921 76
9. (Net earnings per train mile, \$0.063.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction and equipment,	\$2,689,307 06
Ashuelot R. R. Bonds,	160,000 00
Fuel and supplies for repairs,	204,890 54
Cash,	22,193 82
	\$3,076,391 42
CR.	
Capital stock,	\$2,153,300 00
Bonded debt,	774,600 00
Bills payable,	104,000 00
Interest due,	23,670 00
Dividends due,	5,211 00
Profit and loss,	15,610 42
	\$3,076,391 42

Description of Road.	
1. Date when opened for public use,— From So. Ashburnham to Troy,	Fall of 1847.
From So. Ashburnham to Keene,	May, 1848.
From So. Ashburnham to Bellows' Falls,	January, 1849.
2. Length of main line of road from So. Ashburnham to Bellows' Falls,	53.62 miles.
Length of main line of road in Massachusetts,	10.81 miles.
Length of main line of road in New Hampshire,	42.81 miles.
10. Total length of road belonging to this company,	53.62 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	13.79 miles.
12. Same in Massachusetts,	3.79 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	67.41 miles.
14. Same in Massachusetts,	14.60 miles.
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, average 59 lbs.)	13.89 miles.
16. Total length of steel-top rails in tracks belonging to this company, (Weights per yard, 59 lbs.)	2.5 miles.
17. Number of spans of bridges of 25 feet and upwards,	16
18. Number of iron bridges (ag. length, 213 feet,),	1
19. Number of wooden bridges (aggregate length, 1,112 feet,),	15

20. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Between Marlboro' and Troy,	Pin and Link,	Iron,	213 feet,	December, 1874.
No. Ashburnham,	Howe Truss,	Wood,	40 "	November, 1874.
21. No. of crossings of highways at grade,			43	
22. No. of crossings of highways over railroad,			8	
23. No. of crossings of highways under railroad,			6	
24. No. of highway bridges 18 feet above track,			7	
26. No. of crossings with gates or flagmen,			2	
27. No. of crossings without gates or flagmen,			41	
28. No. of railroad crossings at grade [Ware River R. R.],			1	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.				
31. Name, description and length of each,— Ashuelot R. R., length,			24 miles.	
Vt. & Massachusetts R. R., length,			10.5 miles.	
32. Total length of above roads,				34.5 miles.
33. Total length of above roads in Massachusetts,			10.5 miles.	
34. Total length of above roads in New Hampshire,			24 miles.	
35. Total miles of road operated by this company, a				88.12 miles.
36. Total miles of road oper'd by this Co. in Mass.,			21.31 miles.	

a The accounts of the Ashuelot R. R., of 24 miles, are kept separate, and the earnings and expenses of this road are only for 64.12 miles operated.

37. No. of stat'ns on all roads operated by this Co.,	33
38. Same in Massachusetts,	7
39. Miles of telegraph on line of road op'd by Co.,	88.12 miles. <i>a</i>
41. No. of telegraph offices in company's stations,	13
42. No. of telegraph stations operated by this Co.,	9
43. No. of telegraph stations operated jointly by railroad and telegraph company,	4

Rolling Stock.

	Total number.	Value.	No. per mlie road operated.
1. Locomotives (average weight of engines in working order, 30 tons),	31	\$240,000 00	.35
Locomotives (maximum weight of engines in working order, 34 tons),			
2. Tenders (average weight of tenders full of fuel and water, 17 tons),	31	55,000 00	.35
Tenders (maximum weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 47 tons.)			
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 ft.)			
4. (Total length of heaviest engine and tender over all, 51 ft.)			
5. Snow-plows (average weight, 10 tons.),	2	7,000 00	.02
6. Passenger cars (average weight, 15.5 tons),	23	40,500 00	.261
Passenger cars (maximum weight, 20 tons),	—	—	—
7. Mail and baggage cars (aver. weight, 12 tons),	10	20,500 00	.12
8. 8-wheel box freight cars (av. weight, 8.5 tons),	256	150,000 00	2.90
10. 8-wheel platform cars (av. weight, 6.5 tons),	153	68,000 00	1.73
12. Other cars (coal, gravel, &c.), (4 wheels,)	10	2,000 00	.12
13. Total value, . . . . .	.	\$583,000 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	414	—	4.69
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	24	—	—
17. Number of passenger cars with Miller platform and buffer [22 passenger, 7 baggage and 3 mail cars],	22	—	—

Mileage, Traffic, &c.

1. Miles run by passenger trains,	143,215	
2. Speed of express pass'er trains, including stops,	25 miles per hour.	
3. Speed of accommodation trains, including stops,	22 miles per hour.	
4. Miles run by freight trains,	471,475	
5. Speed of express freight trains, including stops,	12 miles per hour.	
6. Speed of accommod'n fr'ght trains, includ'g stops,	10 miles per hour.	
7. Miles run by other trains [wood and gravel],	18,587	
8. Total train miles run,		633,277
9. No. of through pass'rs (whole length of road),	37,337	
10. No. of local passengers (over part of road),	124,555	

a Joint use with V. & M. R. R. Div. of F. R. R., Ashburnham to Fitchburg, 10.5 miles.

11. Total number of passengers carried,		161,892
12. Total pass'r milcage, or pass'rs carried one mile,		5,250,743
13. Passenger mileage to and from other roads,	3,692,678	
14. Number of tons carried,		415,714
15. Total freight mileage, or tons carried one mile,		23,022,037
16. Freight mileage to and from other roads,	22,485,694	
17. Highest rate of fare per mile, for any distance [2 miles, 15 cents],	7.5 cents.	
18. Lowest rate of fare per mile, for any distance (single fare),	1.5 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.85 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,	3.19 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket [2 round trips per week],	1.7 cents.	
22. Average rate of fare per mile for all passengers,	2.94 cents.	
23. Highest rate of freight per ton per mile, for any distance [one mile],	80 cents.	
24. Lowest rate of freight per ton per mile, for any distance, . . . . .	.25 cent.	
25. Av. rate of fr'ght per ton per mile on roads operated by this Co.,	5.26 cents.	
26. Average rate of freight per ton per mile to and from other roads,	1.81 cents.	
27. Average number of cars in passenger trains, including baggage cars,	4.5	
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	12	
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	103.5 tons.	
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	141 tons.	
31. Number of persons regularly employed by company, including officials,	411	

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,	42,401
2. Passengers going to other States,	39,515
3. Passengers travelling only within this State,	27,753
4. Total season-ticket passengers (2 round trips per week),	1,450

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	-	1	-
Employés,	-	1	-	-	-	1
Others,	-	-	-	-	-	-

Statement of each Accident.

March 24, 1875.—Near North Ashburnham Station, E. S. Whitecomb, conductor of mixed train, was slightly injured in the back ; train thrown from the track, caused by spreading of rails.

August 30.—John Keating, a passenger, either fell or jumped from a moving passenger train at Ashburnham, and was killed.

E. MURDOCK, JR.
JNO. HENRY ELLIOT,
SAM'L GOULD,
GEORGE F. WILLIAMS,
WM. A. RUSSELL,
JOHN B. MEER,

Directors of the Cheshire Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 6, 1875. Then personally appeared, E. Murdock, Jr., John Henry Elliot, Samuel Gould, George F. Williams, Wm. A. Russell, and John B. Meer, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY G. DENNY, *Justice of the Peace.*

Name and Residence of Officers.

Directors.—E. Murdock, Jr., Winchendon ; John Henry Elliot, Keene ; Samuel Gould, Boston ; Isaac M. Murdock, Winchendon ; George F. Williams, Boston ; Wm. A. Russell, Lawrence ; John B. Meer, Boston.

President.—E. Murdock, Jr., Winchendon, Mass. ; **Clerk of Corporation,** John Henry Elliot, Keene, N. H. ; **Treasurer,** F. W. Everett, Boston ; **Superintendent,** R. Stewart, Keene, N. H.

Proper Address for the Company.

CHESHIRE RAILROAD COMPANY, KEENE, N. H.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$2,370,000 00	
2. Capital stock authorized by votes of company,	2,100,000 00	
3. Cap. st'k issued (No. of sh's, 21,000), am't p'd in,	2,100,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$2,100,000 00
6. Cap. stock, total amount actually realized,	2,238,785 62	
7. Cap. st'k p'd in per mile of road owned by Co.,	37,600 72	
9. Par value of shares, \$100 (the average price at which shares were sold, 5,089 shares at an average of \$127.27, balance at par.)		
10. Number of stockholders,	798	
11. Amount of stock held in Massachusetts,	1,669,000 00	
12. Number of stockholders in Massachusetts,	632	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge b'ds, due Sept. 1, 1878, int'st 6 per ct.,	250,000 00	
14. Total amount of funded debt,		250,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	173,400 00	
16. Unfunded debt incurred for any other special purpose [for 1,740 sh's Vt. Valley R. R. stock],	87,000 00	
17. Other debts—current credit balances, etc.,	145,774 88	
18. Total debt liabilities,		656,174 88
19. (Amount actually received from the same),	656,174 88	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		205,053 91
21. Proportion of same per mile of road,	3,671 51	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$803,202 88	
2. Bridging,	105,447 14	
3. Superstructure, including rails,	776,475 59	
4. Land, land damages and fences,	328,073 02	
5. Pass., fr'ght and water stations and wood-sheds,	}	135,512 15
6. Engine-houses, car-sheds and turn-tables,		
7. Machine shops,		
8. Interest paid during construction, discount, &c.,	83,393 82	
9. Engineering, agencies, salaries, and other expenses during construction,	85,400 13	
10. Total expended for construction,		\$2,317,504 73
11. Av. cost of constr'n per mile of road built by Co.,	41,495 16	
12. Same per mile of single track built by company, not including sidings,	31,812 00	
13. Proportion of cost of construction for Mass.,	2,317,504 73	

EQUIPMENT.	
14. Locomotives (number, 18),	\$93,665 11
15. Snow-plows on wheels [charged to operating expenses] (number, 19),	— —
16. Passenger, mail and baggage cars (number, 37),	51,665 34
17. Freight and other cars (number, 359),	96,608 44
18. Machinery and tools [included in 5 and 6].	
19. <i>Total for equipment</i> ,	241,938 89
20. <i>Av. cost of equip't per mile of road operated by Co.</i> ,	4,331 94
21. <i>Proportion for Massachusetts</i> ,	241,938 89
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.	
22. Easthampton branch, original cost, \$121,678.88, purchased for	121,678 88
23. Stock of Vt. Valley R. R., 1,740 sh's, purch'd for	87,000 00
29. Other property purchased [real estate and ferry stock],	3,803 12
30. <i>Total</i> ,	\$212,482 00
31. <i>Property in Massachusetts (including proportion of equipment)</i> ,	212,482 00
32. <i>WHOLE AMOUNT OF PERMANENT INVESTMENTS</i> ,	2,771,925 62
33. <i>Proportion for Massachusetts</i> ,	2,771,925 62
34. <i>TOTAL PROPERTY AND ASSETS OF THE COMPANY</i> ,	3,302,726 50
35. <i>Am. of sink'g and contingent funds, and their purpose [for redemption of mortgage bonds, \$250,000]</i> ,	183,458 87

Expenditures Charged to Property Account during the Year.	
1. Main line, extension or alteration of road,	\$621 06
4. Land,	84 12
15. Other expenditures charged to property account [Vermont Valley R. R. stock],	87,000 00
16. <i>TOTAL</i> ,	87,705 18
18. <i>Net addition to property account for the year</i> ,	87,705 18
Revenue for the Year.	
1. Receipts from local passengers on roads operated by Co.,	\$200,159 21
2. Receipts from passengers from and to other roads over roads operated by this company,	120,584 63
4. Receipts for express,	13,019 79
5. Receipts for mails,	11,419 51
5. <i>Total receipts from passenger department</i> ,	345,183 14
7. Receipts from local freight on roads operated by this Co.,	81,426 88
9. Receipts from freight from and to other roads over roads operated by this company,	210,607 04
10. <i>Total receipts from freight department</i> ,	292,033 92
12. <i>TOTAL EARNINGS</i> ,	637,217 06
13. <i>Earnings per mile of road operated</i> ,	\$11,409 43
14. <i>Earnings per mile of road operated,—computed as single track, not including sidings</i> ,	8,746 97
15. <i>Per train mile</i> ,	1 93
16. <i>Proportion for Massachusetts</i> ,	637,217 06
18. <i>Income from rent of property other than road and equipment, specifying same [dwelling houses, station buildings, grounds, tracks and appurtenances]</i> ,	12,030 61
19. <i>Income from all other sources (including accretions from sinking funds, investments in stocks, bonds, steamboat property, transportation lines, &c., specifying same),—</i>	
Interest,	\$17,517 42
Accretions from sinking funds,	10,321 42
Sundries,	1 59
	27,840 43

20. TOTAL INCOME,	\$677,088 10
21. Percentage of same to capital stock and debt,	29.37
22. Percentage to means applied to constr'n, equipm't, etc.,	24.43

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road exclusive of bridges and new rails,	\$54,234 48
2. New iron rails, deducting old rails sold (number of miles, 1, weight per yard, 56 lbs.),	—
3. Steel rails, deducting old rails sold (number of miles, 2, weight per yard, 56 lbs.),	13,865 93
4. Repairs of bridges,	4,994 61
5. Repairs of buildings and fixtures (stations),	15,892 36
6. Repairs of, and additions to, machine-shops and machinery,	1,004 94
7. Repairs of fences, road crossings and signs,	1,846 44
8. TOTAL,	91,838 76
9. Proportion of same to passenger department,*	\$49,749 44
10. Proportion of same to freight department,*	42,089 32

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	45,298 55
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	27,755 57
3. Insurance premiums and losses by fire, and damages for fires set by engines,	2,601 62
4. Repairs of locomotives,	12,192 47
8. Removing ice and snow,	3,688 59
9 Fuel for locomotives and cars—4,446 cords of wood, cost \$28,465.02; 3,992 tons of coal, cost \$35,196,	63,661 02
10. Water,	1,766 36
12. Oil and waste,	3,785 82
15. TOTAL,	160,750 00
16. Proportion belonging to passenger department,	\$87,078 95
17. Proportion belonging to freight department,	73,671 05

CLASS 3.—Passenger Train Expenses.

1. Repairs of passenger, mail and baggage cars,	14,713 16
3. Damages and gratuities, passenger,	5,833 46
4. Salaries, wages and incidentals of passenger department,	53,348 44
6. TOTAL,	73,895 06

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	14,378 74
3. Damages and gratuities, freight,	825 58
4. Salaries, wages and incidentals of freight department,	77,991 51
6. TOTAL,	93,195 83
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	419,679 65
8. Per mile of the road operated,	\$7,514 41
9. Per mile of single track operated, not including sidings,	5,760 80
10. Per train mile,	1.273
11. Proportion for Massachusetts,	419,679 65
12. Percentage of expenses to income,	61.98

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$257,408 45
3. Net income above operat'g expenses and am't p'd for rent of road, ^a	257,408 45
4. Percentage of same to capital stock and debt,	11.16
5. Percentage to total means applied to construction, equipment, etc.,	9.29

* Computed on gross receipts from passenger and freight departments.

^a In Return for 1874, the amount of net income above operating expenses included \$54,506.52, amount of premium on stock sold.

6. Paid for interest,		\$
7. Dividends declared, 9 per cent. for the year, amount,		1
8. Date of last dividend declared,		Jul
9. Balance for the year, or surplus,		
10. Surplus at commencement of the year,		5
11. TOTAL SURPLUS,		5
12. Paid to sinking funds in hands of trustees,	\$18,321 42	
Receipts, Expenses, Net Earnings, &c., of Passenger Department.		
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,		\$
2. (Total receipts per train mile, \$1.703.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,		
4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 16,		
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,		
6. TOTAL EXPENSES,		5
7. (Total expenses per train mile, \$1.040.)		
8. NET EARNINGS,		1
9. (Net earnings per train mile, \$0.663.)		
Receipts, Expenses, Net Earnings, Etc., of Freight Department.		
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,		\$
2. (Total receipts per train mile, \$2.302.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,		
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,		
5. Expenses, proportion of "Freight Train Expenses," as per Class 4, No. 6,		
6. TOTAL EXPENSES,		
7. (Total expenses per train mile, \$1.647.)		
8. NET EARNINGS.		
9. (Net earnings per train mile, \$0.655.)		

General Balance Sheet at Closing of Accounts, September 30, 18

DR.

Cost of road and equipment,		\$2
Real estate and ferry stock,		
Vermont Valley Railroad stock,		
Materials,		
Post-office department,		
Dues from individuals and corporations,		
Dues from station agents,		
Bills receivable,		
Investment—Cheshire bonds,		
Cash,		
Commissioners of sinking fund,		
Suspense account,		
		\$

	CR.	
Capital stock,		\$2,100,000 00
Mortgage bonds,		250,000 00
Bills payable,		260,400 00
Unclaimed dividends,		1,771 00
United States,		66 24
Commonwealth of Massachusetts,		40,528 03
Cashier,		4,534 70
Dues to individuals and corporations,		98,874 91
Premium on capital stock,		132,785 62
Surplus earnings,	Profit and loss,	170,898 87
Sinking fund,		183,458 87
Profit and loss,		53,408 26
		\$3,302,726 50

Description of Road.		
1. Date when the road or portions thereof were opened for public use,—		
From Springfield to Cabotville,	Feb. 28, 1845.	
Springfield to Northampton,	Dec. 13, 1845.	
Springfield to Greenfield,	Nov. 23, 1846.	
Springfield to South Vernon, Vt.,	Jan. 1, 1849.	
2. Length of main line of road,—		
From Springfield to South Vernon,	50 miles.	
Length of main line of road in Massachusetts,	50 miles.	
4. Length of double track on main line,	17 miles.	
5. Branches owned by company,—		
Chicopee to Chicopee Falls, single tr'k, length,	2.35 miles.	
Mt. Tom to Easthampton,	3.50 miles.	
6. Total length of branches owned by company,		5.85 miles.
7. Total length of branches owned by Co. in Mass.,	5.85 miles.	
10. Total length of road belonging to this company,		55.85 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	20. miles.	
12. Same in Massachusetts,	20. miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,		92.85 miles.
14. Same in Massachusetts,	92.85 miles.	
15. Total length of steel rails in tracks belonging to this company,	41.250 miles.	
(Weights per yard, 56 lbs.)		
16. Total length of steel-top rails in tracks belonging to this company,	1.66 miles.	
(Weights per yard, 56 lbs.)		
17. Number of spans of bridges of 25 feet and upwards,	21	
18. Number of iron bridges (agg. length, 80 feet),	1	
19. Number of wooden bridges (aggregate length, 2,774 feet),	10	
21. No. of crossings of highways at grade,	54	
22. No. of crossings of highways over railroad,	5	
23. No. of crossings of highways under railroad,	8	
24. No. of highway bridges 18 feet above track,	5	
26. No. of crossings at with gates or flagmen,	3	
27. No. of crossings without gates or flagmen,	51	
28. No. of railroad crossings at grade [Vt. & Mass. R. R. at Greenfield],	1	
35. Total miles of road operated by this company,		55.85
37. No. of stat'ns on all roads operated by this Co.,	19	
38. Same in Massachusetts,	19	
39. Miles of telegraph on line of road op'd by Co.,	52.35	

41. No. of telegraph offices in company's stations, .	14
42. No. of telegraph stations operated by this Co.,	10
43. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	4

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 47,762 lbs.), . . .	18	\$102,500 00	.32
Locomotives (maximum weight of engines in working order, 54,000 lbs.), . . .			
2. Tenders (average weight of tenders full of fuel and water, 30,000 lbs.), . . .	18	27,000 00	.32
Tenders (maximum weight of tenders full of fuel and water, 44,960 lbs.), . . . (Average joint weight of engines and tend- ers, 77,762 lbs.), . . .			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 38 feet 8 in.			
4. Total length of heaviest engine and tender over all, 47 feet 4 in.			
5. Snow-plows (1, net, 4,000 lbs.; 18, av., 360 lbs.),	19	920 00	.34
6. Passenger cars (average weight, 17 tons), . . .	25	60,500 00	.44
Passenger cars (maximum weight, 24 tons.)			
7. Mail and baggage cars (av. weight, 13 tons), . .	12	24,750 00	.21
8. 8-wheel box freight cars (av. weight, 8 tons), .	134	67,000 00	2 40
10. 8-wheel platform cars (av. weight, 6.5 tons), .	160	50,000 00	2.86
11. 4-wheel platform cars (av. weight, 2 tons), . .	20	4,000 00	.36
12. Other cars (coal, gravel, &c.),	45	13,750 00	.80
13. Total value,		\$350,420 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	326	—	5.83
15. No. of locomotives equip'd with train brakes, (Kind of brake, 3 Westinghouse and Vacuum, and 11 have Vacuum, and same are attached to driving-wheels.)	14	—	.25
16. No. of cars equip'd with train brakes,	37	—	—
(Kind of brake, 31 with Vacuum, and 6 with Vacuum and Westinghouse.)			
17. No. of passenger cars with Miller platform and buffer,	32	—	.57

Mileage, Traffic, &c.

1. Miles run by passenger trains,	202,704	
2. Speed of express pass'r trains, including stops,	29 miles per hour.	
3. Speed of accommodation trains, including stops,	24 miles per hour.	
4. Miles run by freight trains,	126,848	
5. Speed of express freight trains, including stops,	15 miles per hour.	
6. Speed of accommod'n fr'ght trains, includ'g stops,	8 miles per hour.	
8. Total train miles run,		329,552
9. No. of through passengers (whole length of road),	48,982	
10. Number of local passenger (over part of road), .	1,001,864	
11. Total number of passengers carried,		1,050,846

12. Total pass'r mileage, or pass'rs carried one mile,		11,667,636
13. Passenger mileage to and from other roads, .	4,026,940	
14. Number of tons carried,	298,822	
15. Total freight mileage, or tons carried one mile,		7,357,921
16. Freight mileage to and from other roads, . . .	6,443,915	
17. Highest rate of fare per mile, for any distance,	5 cents.	
18. Lowest rate of fare per mile, for any distance, (single fare),	1.75 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.05 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,	3 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.7 cent.	
22. Average rate of fare per mile for <i>all</i> passengers,	2.75 cents.	
23. Highest rate of freight per ton per mile, for any distance [between stations one mile apart, including depot charges],	\$1.	
24. Lowest rate of freight per ton per mile, for any distance [per local tariff], . . . . .	.32 cent.	
25. Average rate of freight per ton per mile on roads operated by this company,	3.96 cents.	
26. Average rate of freight per ton per mile to and from other roads,	3.25 cents.	
27. Average number of cars in passenger trains, including baggage cars,	3	
28. Av'ge No. of cars in fr't trains, (basis of 8 wheels),	19	
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	86 tons.	
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	179 tons.	
31. Number of persons regularly employed by company, including officials,	332	

Classification of Business.					
PASSENGERS.					
1. Passengers coming from other States,					33,649
2. Passengers going to other States,					32,783
3. Passengers travelling only within this State,					934,414
4. Total season-ticket passengers (round trip),					82,152

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employés,	-	-	1	1	1	1
Others,	-	-	-	-	-	-

Statement of each Accident.

March 4, 1875.—William C. Fuller, acting through baggage master of express, and not on duty, jumped from the 6.50 A. M. train, while through the yard, and was killed.

July 7.—Charles E. Stebbins, clerk, in the employ of this company attempting to get upon a train in motion, at Chicopee Junction, had crushed so as to necessitate its amputation.

July 30.—John Lewis Francis, a passenger upon an excursion train, as to jump off while the train was in motion, near Greenfield Station, and was crushed so as to necessitate its amputation.

D. L. HARRIS,
I. M. SPELMAN,
W. B. WASHBURN,
EDWARD A. DANA,
S. M. WAITE,
OSCAR EDWARDS,

Directors of the Connecticut River Railroad Company

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. November 3, 1875. Then personally appeared D. L. M. Spelman, W. B. Washburn, Edward A. Dana, S. M. Waite, and Oscar Edwards, and severally made oath to the truth of the foregoing statements they subscribed.

ELIPHALET TRASK, *Justice of the Peace*

Name and Residence of Officers.

D. L. Harris, *President*, Springfield; Seth Hunt, *Clerk and Treasurer*, Hampton; John Mulligan, *Superintendent*, Springfield; George E. Frin, Springfield; H. E. Howard, *General Freight Agent*, Springfield; F. D. General Ticket Agent, Springfield.

Proper Address for the Company.

CONNECTICUT RIVER RAILROAD COMPANY, SPRINGFIELD

REPORT
OF THE
DANVERS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Boston & Maine Railroad.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized,	\$100,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$67,500 00
7. Cap. st'k p'd in per mile of road owned by Co.,	7,290 20	
DEBT.		
14. Total amount of funded debt,	150,000 00	
15. Unfunded debt, incurred for construction, equipment or purchase of property,	26,956 02	
18. Total debt liabilities,		176,956 02
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre- sent permanent investments,		176,956 02
21. Proportion of same per mile of road,	16,200 45	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$90,208 49	
3. Superstructure, including rails,	81,101 69	
4. Land, land damages and fences,	31,703 13	
5. Pass., fr'ght and water stations, and wood-sheds,	} 9,524 17	
6. Engine-houses, car-sheds and turn-tables,		
9. Engineering, agencies, salaries and other ex- penses during construction,	31,918 54	
10. Total expended for construction,		\$244,456 02
11. Av. cost of constr'n per mile of road built by Co.,	26,401 99	
12. Same per mile of single track built by com- pany, not including sidings,	26,401 99	
13. Proportion of cost of constr'n for Mass.,	244,456 02	
EQUIPMENT.		
[None.]		
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.		
[None.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		244,456 02
33. Proportion for Massachusetts,	244,456 02	
34. TOTAL PROPERTY AND ASSETS OF THE Co.,		244,456 02

Revenue for the Year.	
11. Rec'pts as rents for use of road and equipm't,	\$7,500 00
20. TOTAL INCOME,	7,500 00
Expenses of Operating the Road for the Year. [Included in report of Boston & Maine Railroad.]	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME,	\$7,500 00
6. Paid for interest,	7,500 00
Description of Road.	
1. Date when opened for public use:— From Danvers, Mass., to So. Reading, Mass., .	1854.
2. Length of main line of road from Danvers to Wakefield Junction,	9.259 miles.
Length of main line of road in Massachusetts, .	9.259 miles.
10. Total length of road belonging to this company,	9.259 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	9.259 miles.
14. Same in Massachusetts,	9.259 miles.
[All other items of description and mileage, traffic, &c., included in Report of Boston & Maine R. R.]	

NOTE.—This road is leased to the Boston & Maine Railroad, and its doings during the year, and its income and expenditures are included in the report of that road, its business being so intimately connected, that separate accounts have not been kept.

NATHANIEL G. WHITE,
GEORGE C. LORD,
JOHN FELT OSGOOD,
AMOS PAUL,
NATH'L J. BRADLEE,
WM. S. STEVENS,
JAMES R. NICHOLS,
Directors of the Danvers Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Nathaniel G. White, George C. Lord, John Felt Osgood, Amos Paul, Nathaniel J. Bradlee, William S. Stevens and James R. Nichols, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD, *Justice of the Peace.*

Name and Residence of Officers.

Nathaniel G. White, *President*, Lawrence, Mass. ; Amos Blanchard, *Treasurer*, Lowell, Mass. ; James T. Furber, *General Superintendent*, Lawrence, Mass. ; Chauncey P. Judd, *Clerk*, Reading, Mass.

Address of all the above officers is at Boston, Mass.

Proper Address for the Company.

DANVERS RAILROAD COMPANY, CARE BOSTON & MAINE RAILROAD,
BOSTON, MASS.

R E P O R T

OF THE

DORCHESTER & MILTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is substantially owned by the Old Colony R. R. Co., and the receipts, expenditures, &c., are included in the report of that company.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$130,000 00	
2. Capital stock authorized by votes of company,	73,300 00	
3. Cap. st'k issued (No. of sh's, 733), am't p'd in,	73,340 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$73,340 00
6. Cap. stock, total amount actually realized,	73,340 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	22,566 16	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100+).		
10. Number of stockholders,	50	
11. Amount of stock held in Massachusetts,	73,340 00	
12. Number of stockholders in Massachusetts,	50	
DEBT.		
18. Total debt liabilities,		58,448 07
19. (Amount actually received from the same),	58,448 07	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		58,448 07
21. Proportion of same per mile of road,	17,984 02	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$40,724 80	
2. Bridging,	6,209 02	
3. Superstructure, including rails,	30,051 73	
4. Land, land damages and fences,	32,654 08	
5. Pass., fr'ght and water stations and wood-sheds,	11,508 69	
9. Engineering, agencies, salaries and other expenses during construction,	15,224 47	
10. Total expended for construction,		\$136,372 77
11. Av. cost of constr'n per mile of road built by Co.,	41,960 85	
13. Proportion of cost of constr'n for Mass.,	136,372 77	
EQUIPMENT.		
[None.]		
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
[None.]		
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		136,372 77
33. Proportion for Massachusetts,	136,372 77	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		136,372 77

<div>Expenditures Charged to Property Account during the Year. [Included in Old Colony R. R. report.]</div> <div>Revenue and Expenses. [Included in report of Old Colony R. R. Co.]</div>	
<div>Description of Road.</div> <div>1. Date when opened for public use:— From Dorchester to Milton,</div> <div>2. Length of main line of road from Dorchester to Milton,</div> <div>Length of main line of road in Massachusetts, 3.25 miles.</div> <div>10. Total length of road belonging to this company, [All other items of description, mileage, traffic, &c., included in report of Old Colony R. R. Co.]</div> <div>3.25 miles.</div> <div>3.25 miles.</div>	
<div>December, 1847.</div>	

ONSLOW STEARNS,
URIEL CROCKER,
BENJ'N FINCH,
Directors of the Dorchester & Milton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Onslow Stearns,
Uriel Crocker, Benj'n Finch, and severally made oath to the truth of the fore-
going statement by them subscribed.

JOHN M. WASHBURN, *Justice of the Peace.*

Name and Residence of Officers.

Onslow Stearns, *President*, Boston ; John M. Washburn, *Treasurer*, Boston.

Proper Address for the Company.

DORCHESTER & MILTON RAILROAD COMPANY, BOSTON, MASS.
(P. O. Box, 5,251.)

R E P O R T

OF THE

DUXBURY & COHASSET RAILROAD COMPA

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$450,000 00
2. Capital stock authorized by votes of company,	390,000 00
3. Cap. st'k issued (No. of sh's, 3,900), am't paid in,	390,000 00
5. Cap. stock, <i>total am't p'd in as per books of the Co.</i> ,	\$
6. Cap. st'k, <i>total amount actually realized</i> ,	390,000 00
7. Cap. st'k p'd in per mile of road owned by Co.,	18,740 98
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	5
11. Amount of stock held in Massachusetts,	390,000 00
12. Number of stockholders in Massachusetts,	5
DEBT.	
15. Unfunded debt, incurred for constr'n, equipm't or purchase of property [notes payable],	66,937 50
17. Other debts—current credit balances, &c.,	10,735 66
18. <i>Total debt liabilities</i> ,	
19. (Amount actually received for the same,)	77,673 16
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debit-balances as do not represent permanent investments,	
21. Proportion of same per mile of road,	3,597 12
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$177,200 15
2. Bridging,	21,435 51
3. Superstructure, including rails,	159,541 78
4. Land, land damages and fences,	50,565 31
5. Pass., fr't and water stations, and wood-sheds,	23,336 03
6. Engine-houses, car-sheds and turn-tables,	8,465 07
Telegraph,	1,596 79
9. Engineering, agencies, salaries and other expenses during construction,	13,210 21
10. <i>Total expended for construction</i> ,	
11. Av. cost of const'n per mile of road built by Co.,	21,881 34
12. Same per mile of single track built by company, not including sidings,	21,881 34
13. Proportion of cost of const'n for Mass.,	455,350 85
EQUIPMENT. [Hired.]	

32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		\$455,350 85
33. Proportion for Massachusetts,	\$455,350 85	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		458,167 92

Expenditures Charged to Property Account during the Year.

4. Land,	\$1,721 51
5. Pass. and fr't stations, wood-sheds and water-stations,	1,251 40
16. TOTAL,	2,972 91
18. Net addition to property account for the year,	2,972 91

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co.,	\$3,550 62
2. Receipts from passengers from and to other roads over roads operated by this company,	29,471 46
4. Receipts for express,	1,119 66
5. Receipts for mails,	955 16
6. Total receipts from passenger department,	35,096 90
7. Receipts from local freight on roads operated by this Co.,	162 25
8. Receipts from freight from and to other roads over roads operated by this company,	6,762 63
10. Total receipts from freight department,	6,924 88
12. TOTAL EARNINGS,	42,021 78
13. Earnings per mile of road operated,	\$2,019 31
14. Earnings per mile of road operated,—computed as single track, not including sidings,	2,019 31
15. Per train mile, . . . . .	.993
16. Proportion for Massachusetts,	42,021 78
20. TOTAL INCOME,	42,021 78
21. Percentage to capital stock and debt,	9.04
22. Percentage to means applied to construction, equipment, &c.,	9.23

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$10,812 21
2. New iron rails, deducting old rails sold (number of miles, 1½, weight per yard, 56 lbs.),	3,895 89
4. Repairs of bridges,	28 58
5. Repairs of buildings and fixtures (stations),	2,193 25
8. TOTAL,	16,929 93
9. Proportion of same to passenger department,*	\$14,140 00
10. Proportion of same to freight department,*	2,789 93

CLASS 2.—General Traffic Expenses.

2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	888 87
3. Insurance premiums and losses by fire and damages for fires set by engines,	225 00
4. Use of locomotives,	6,210 98
8. Removing ice and snow,	179 30
9. Fuel for locomotives and cars, 611.2 tons coal at \$7.50,	4,584 14
12. Oil and waste,	56 66
13. Switchmen, watchmen, flag and signal men,	312 23
15. TOTAL,	12,457 18
16. Proportion belonging to passenger department,	\$10,404 33
17. Proportion belonging to freight department,	2,052 85

* Computed on gross receipts from passenger and freight departments.

CLASS 3.—Passenger-Train Expenses.	
1. Use of passenger, mail and baggage cars,	\$6,390 57
4. Salaries, wages and incidentals of passenger department,	6,731 99
6. TOTAL,	13,122 56
CLASS 4.—Freight-Train Expenses.	
1. Use of freight cars,	1,223 36
3. Damages and gratuities, freight,	175 70
4. Salaries, wages and incidentals of freight department,	1,835 15
6. TOTAL,	3,234 21
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	45,743 88
8. Per mile of the road operated,	\$2,198 17
9. Per mile of single track operated, not including sidings,	2,198 17
10. Per train mile,	1.08
11. Proportion for Massachusetts,	45,743 88
12. Percentage of expenses to income,	108.8
Net Income, Dividends, &c.	
1. DEFICIT OF INCOME BELOW OPERATING EXPENSES,	3,722 10
3. Net deficit below operat'g expenses, and am't p'd for rent of road,	3,722 10
4. Percentage of same to capital stock and debt, . . . . .	.008+
5. Percentage to total means applied to construction, equipment, &c., . . . . .	.00817+
6. Paid for interest,	4,685 62
9. Balance for the year, or deficit,	8,407 72
10. Deficit at commencement of the year, \$3,634.02; less interest on instalments, \$2,536.50,	1,097 52
11. TOTAL DEFICIT,	9,505 24
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$35,096 90
2. (Total receipts per train mile, .948.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	14,140 00
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	10,404 33
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	13,122 56
6. TOTAL EXPENSES,	37,666 89
7. (Total expenses per train mile, \$1.06.)	
8. Net loss,	2,569 99
9. (Net loss per train mile, \$0.0724)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$6,924 88
2. (Total receipts per train mile, \$1.017.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	2,789 93
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	2,052 86
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	3,234 21
6. TOTAL EXPENSES,	8,076 99
7. (Total expenses per train mile, \$1.186+.)	
8. Net loss,	1,152 11
9. (Net loss per train mile, \$0.169.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$455,350 85
Agents' department,	2,817 07
Income,	9,505 24
	\$467,673 16
CR.	
Capital stock,	\$390,000 00
Bills payable,	66,937 50
Town of Duxbury, interest account,	461 00
Town of Marshfield, interest account,	65 00
Connecting lines,	2,242 77
Cash due to Old Colony R. R. Co.,	7,966 89
	\$467,673 16

Description of Road.	
1. Date when opened for public use :—	
From Cohasset, Mass., to South Scituate, Mass.,	June 19, 1871.
From So. Scituate, Mass., to Marshfield, Mass.,	July 31, 1871.
From Marshfield, Mass., to So. Duxbury, Mass.,	August 21, 1871.
From South Duxbury, Mass., to Kingston, Mass.,	June 21, 1874.
2. Length of main line of road :—	
From Cohasset, Mass., to Kingston, Mass.,	20.81 miles.
Length of main line of road in Massachusetts,	20.81 miles.
10. Total length of road belonging to this company,	20.81 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	1.31 miles.
12. Same in Massachusetts,	1.31 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	22.12 miles.
14. Same in Massachusetts,	22.12 miles.
17. Number of spans of bridges of 25 feet and upwards,	2
19. Number of wooden bridges (ag. length, 2,323 ft.),	7
21. Number of crossings of highways at grade,	23
22. No. of crossings of highways over railroad,	1
24. Number of highway bridges 18 feet above track,	1
27. No. of crossings without gates or flagmen,	23
35. Total miles of road operated by this company,	20.81 miles.
36. Total miles of road oper'd by this Co. in Mass.,	20.81
37. No. of stat'ns on all roads operated by this Co.,	14
38. Same in Massachusetts,	14
39. Miles of telegraph on line of road op'd by Co.,	17.50
40. Miles of telegraph owned by this company,	17.50
41. No. of telegraph offices in company's stations,	4
42. No. of telegraph stations operated by this Co.,	4

Rolling Stock.

[Furnished by the South Shore R. R. Co.]

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	35,497
3. Speed of accommodation trains, including stops,	19 miles per hour.

4. Miles run by freight trains,	6,806	
6. Speed of accommod'n fr'ght trains, inc'd'g stops,	11 miles per hour.	
8. Total train miles run,		42,303
9. Number of through pass. (whole length of road),	7,068	
10. Number of local passengers (over part of road),	114,844	
11. Total number of passengers carried,		121,912
12. Total passenger mileage, or passengers carried one mile,		990,941
13. Passenger mileage to and from other roads,	889,395	
14. Number of tons carried,		8,919
15. Total freight mileage, or tons carried one mile,		90,205
16. Freight mileage to and from other roads,	88,737	
17. Highest rate of fare per mile, for any distance,	8 cents.	
18. Lowest rate of fare per mile, for any distance (single fare),	2.5 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.4 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,	3.3 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket	2. cents.	
22. Average rate of fare per mile for <i>all</i> passengers,	3.3 cents.	
23. Highest rate of freight per ton per mile, for any distance,	33½ cents.	
24. Lowest rate of freight per ton per mile, for any distance,	2.74 cents.	
25. Average rate of freight per ton per mile on roads operated by this company,	7.6 cents.	
26. Average rate of freight per ton per mile to and from other roads,	7.6 cents.	
27. Average number of cars in passenger trains, including baggage cars,	4.02	
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	5	
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	79	
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	76.8	
31. Number of persons regularly employed by company, including officials,	38	

Classification of Business.			
PASSENGERS.			
3. Passengers travelling only within this State, . . . . .	. . . . .	121,912	
4. Total season-ticket passengers (round trip), . . . . .	. . . . .	8,495	

ONSLOW STEARNS,
 J. O. COLE,
 N. H. WHITING,
 S. N. GIFFORD,
 GEO. O. BRASTOW,
 ROYAL W. TURNER,
 URIEL CROCKER,

Directors of the Duxbury & Cohasset R. R. Co.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 3, 1875. Then personally appeared Onslow Stearns, J. O. Cole, N. H. Whiting, S. N. Gifford, Geo. O. Brastow, Royal W. Turner, Uriel Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, *Justice of the Peace.*

Name and Residence of Officers.

Onslow Stearns, *President*, Boston; James R. Kendrick, *Superintendent*, Boston; John M. Washburn, *Treasurer*, Boston; S. N. Gifford, *Clerk*, Duxbury.

Proper Address for the Company.

DUXBURY & COHASSET RAILROAD COMPANY, BOSTON, MASS.
(P. O. Box 5,251.)

REPORT

OF THE

EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$8,310,000 00
2. Capital stock authorized by votes of company,	8,310,000 00
3. Cap. st'k issued (No. of sh's, 49,976), am't p'd in,	4,997,600 00
5. Cap. st'k, total am't p'd in as per books of the Co.,	\$4,997,600 00
7. Cap. st'k p'd in, per mile of road owned by Co.,	42,357 57
10. Number of stockholders,	2,912
11. Amount of stock held in Massachusetts,	4,176,400 00
12. Number of stockholders in Massachusetts,	2,203
DEBT.	
13. Funded debt, as follows:—	
1st mort'ge b'ds, Essex R. R., due 1876, int'st, 6 per cent.,	194,400 00
Bonds due at various dates, int'st, 6 and 7 per ct.,	11,173,548 00
14. Total amount of funded debt,	11,367,948 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	1,822,986 11
16. Unfunded debt incurred for any other special purpose, and for what,	978,538 89
17. Other debts—current credit balances, &c.,	664,027 17
18. Total debt liabilities,	14,833,500 17
19. (Amount actually received from the same,)	—
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	14,239,598 18
21. Proportion of same per mile of road,	120,638 89
22. Contingent liabilities as guarantor of bonds or debts of other corporations,—	
P., G. F. & C. bonds, a	1,000,000 00
Portsmouth & Dover R. R. notes,	63,000 00
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$1,735,992 04
2. Bridging,	1,473,033 97
3. Superstructure, including rails,	3,041,335 73
4. Land, land damages and fences,	2,933,690 60
5. Pass., fr'ght and water-stations and wood-sheds,	1,629,844 23
6. Engine-houses, car-sheds and turn-tables,	315,585 51
7. Machine shops,	331,445 92
8. Interest paid during construction, discount, etc.,	639,033 47
9. Engineering, agencies, salaries, and other expenses during construction,	255,150 37

a Of this amount, \$486,000 is owned by Eastern Railroad Co.

10. Total expended for construction, ^a	\$12,362,111 84
11. Av. cost of constr'n per mile of road built by Co.,	\$96,901 09
12. Same per mile of single track built by company, not including sidings,	75,127 03
13. Proportion of cost of construction for Mass.,	11,432,981 59
EQUIPMENT.	
14. Locomotives (number, 95),	982,666 92
15. Snow-plows on wheels, (number, 27),	16,049 13
16. Passenger, mail and baggage cars (number, 179),	702,392 02
17. Freight and other cars (number, 1,234),	661,566 65
18. Machinery and tools,	-
19. Total for equipment,	2,362,674 72
20. Average cost of equipment <i>per mile of road oper-</i> <i>ated</i> by company,	8,379 29
21. Proportion for Massachusetts,	988,636 94
PROPERTY PURCHASED AND ON HAND, NOT INCLUD- ED IN THE FOREGOING ACCOUNTS.	
23. Stock of P., G. F. & C. R. R., 5,513 shares,	551,300 00
Wolfborough R. R., 3,379 shares,	337,900 00
Eastern (N. H.), R. R., 10 shares,	512 50
Maine Central R. R., 15,274 shares,	859,895 81
Pullman Palace Car Co., 390 shares,	39,000 00
24. Bonds of P., G. F. & C. R. R.,	486,000 00
28. Lands in Massachusetts,	1,586,959 90
29. Other property,—	
Advances P., G. F. & C. R. R.,	12,226 12
Wolfborough R. R.,	4 50
New work,	38,889 94
30. Total,	3,912,688 77
31. Property in Massachusetts (including propor-	
tion of equipment),	2,575,596 84
32. WHOLE AM'T OF PERMANENT INVESTMENTS,	18,637,475 33
33. Proportion for Massachusetts,	17,717,148 65
34. TOTAL PROPERTY AND ASSETS OF THE CO.,	19,558,510 15

Expenditures Charged to Property Account during the Year.	
1. Main line, extension or alteration of road,	\$80,196 66
2. Branches, extension or alteration of road,	5,275 91
4. Land,—	
In Charlestown,	\$224,355 18
In Charlestown, mortgaged,	724,125 00
In Malden,	2,301 44
Land, land damage account,	13,377 14
	964,158 76
5. Pass. and fr't stations, wood-sheds and water-stations,	57,514 06
6. Engine-houses, car-sheds, and turn-tables,	18,015 40
7. New locomotives,	18,058 41

^a Of this amount there has been expended on Eastern (of New Hampshire), and Portland, Saco & Portsmouth, as follows:—

	Eastern, of New Hampshire.	Portland, Saco & Portsmouth.
Grading and masonry,	\$45,000 00	\$101,853 36
Bridging,	-	144,707 40
Superstructure, rails,	35,000 00	10,637 25
Land, land damages, &c.,	2,168 65	2,622 50
Stations,	31,003 23	400,877 81
Engine-houses,	89,337 87	-
Interest, discount, &c.,	-	2,072 77
Engineering, &c.,	10 00	3,841 41
	\$202,517 75	\$726,612 50

Total amount expended out of Massachusetts, and charged to construction account, \$929,130.25

9. New passenger cars,	\$411 70
11. New freight cars,	1,140 34
12. Machine-shops, machinery and tools,	520 56
14. Advances to other roads, and new work,	51,120 56
15. Any other expenditures charged to property account,—	
Discount, ^a	474,116 52
Maine Central R. R. stock, \$859,895 81	
Eastern (N. H.) R. R. stock, 512 50	
	860,408 31
16. TOTAL,	2,530,937 22
18. Net addition to property account for the year,	2,530,937 22

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co., .	\$1,464,993 18
2. Receipts from passengers from and to other roads over roads operated by this company,	197,082 22
4. Receipts for express, \$53,475 71	
Extra baggage, 10,709 17	
	64,184 88
5. Receipts for mails,	39,019 76
6. Total receipts from passenger department,	1,765,280 04
7. Receipts from local freight on roads operated by this Co., .	717,018 49
8. Receipts from freight from and to other roads over roads operated by this company,	264,371 97
9. Receipts from freight over other roads as tolls, or for use of cars of this company,	11,686 94
10. Total receipts from freight department,	993,077 40
11. Rec'pts as rents for use of road and equipm't, when leased, .	8,000 00
12. TOTAL EARNINGS,	2,766,357 44
13. Earnings per mile of road operated, \$9,810 96	
14. Earnings per mile of road operated—computed as single track, not including sidings,	8,749 81
15. Per train mile, 1.328	
16. Proportion for Massachusetts, 1,157,555 92	
18. Income from rent of property other than road and equipment, specifying same,	56,253 30
19. Income from all other sources [Pullman Palace Car Co.], .	4,680 00
20. TOTAL INCOME,	2,827,290 74
21. Percentage of same to capital stock and debt, 14.7	
22. Percentage to means applied to constr'n, equipm't, &c., 15.17	

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Building (charged to operating expenses).

1. Repairs of road exclusive of bridges and new rails,	\$233,988 06
2. New iron rails, deducting old rails sold (number of miles, weight per yard, lbs.),	109,304 96
4. Repairs of bridges,	59,603 38
5. Repairs of buildings and fixtures (stations),	46,414 41
6. Repairs of, and additions to, machine-shops and machinery, .	7,552 89
7. Repairs of fences, road crossings and signs,	8,400 61
8. TOTAL,	465,264 31
9. Proportion of same to passenger department,* \$297,769 15	
10. Proportion of same to freight department,* 167,495 16	

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	42,018 05
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	94,823 40

^a Discount on Sterling loan in year ending Sept. 30, 1874, \$133,604 01
Discount on sinking fund loan and ten-year notes in 1875, 340,512 51
\$474,116 52

* Computed on gross receipts from passenger and freight departments.

3. Insurance premiums and losses by fire, and damages for fires set by engines,	\$4,974 66
4. Repairs of locomotives,	150,172 60
5. Repairs of snow-plows,	613 38
8. Removing ice and snow,	8,945 51
9. Fuel for locomotives and cars, 10,440 cords of wood, cost \$53,616.71; 33,745 tons of coal, cost \$234,609.72,	283,226 43
11. Fuel for stations and shops,	5,131 22
12. Oil and waste,	24,731 47
13. Switchmen, watchmen, flag and signal men,	92,016 00
14. Telegraph expenses,	21,745 68
15. TOTAL,	733,398 40
16. Proportion belonging to passenger department, \$469,374 98	
17. Proportion belonging to freight department,	264,023 42
CLASS 3.— <i>Passenger-Train Expenses.</i>	
1. Repairs of passenger, mail and baggage cars,	113,179 41
3. Damages and gratuities, passenger,	13,896 86
4. Salaries, wages and incidentals of passenger department,	410,553 13
6. TOTAL,	537,629 40
CLASS 4.— <i>Freight-Train Expenses.</i>	
1. Repairs of freight cars,	82,209 19
3. Damages and gratuities, freight,	19,268 37
4. Salaries, wages and incidentals of freight department,	232,101 94
6. TOTAL,	333,579 50
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	2,069,871 61
8. Per mile of the road operated,	\$7,340 85
9. Per mile of single track operated, not including sidings,	6,546 87
10. Per train mile,	99.38
11. Proportion for Massachusetts,	866,118 20
12. Percentage of expenses to income,	74.82
Net Income, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$757,419 13
2. Amount paid other companies as rent for use of road, specifying each company, the amount and basis on which rent is computed,	
P., S. & P. R. R., \$1,500,000,	\$150,000 00
Portsmouth & Dover R. R., \$700,000,	42,000 00
Wolfborough R. R., \$48,600,	2,916 00
Newburyport City R. R., \$100,000,	6,000 00
	200,916 00
3. Net income above oper'g expenses and am't p'd for rent of road,	556,503 13
4. Percentage of same to capital stock and debt,	2.89
5. Percentage to total means applied to construction, equipment, etc.,	2.99
6. Paid for interest [and interest accrued],	892,362 39
8. Date of last dividend declared,	July 1, 1873.
9. Balance for the year [deficit],	335,859 26
10. Surplus at commencement of the year,	\$227,555 22
Amounts charged direct to profit and loss account during the year, a	164,285 98
	63,269 24
11. TOTAL DEFICIT,	272,590 02
a G. H. Prescott, \$5,152 16	
Dr. Ludwig,	8,398 88
J. C. Rowe,	12,222 00
J. B. Smith,	2,750 00
Total paid for personal injuries,	
Notes receivable, worthless,	
Law expense and old claims,	
W. T. Colby,	\$7,250 00
Ellen Walter,	4,700 00
A. Houville,	4,046 52
	\$44,519 56
	81,823 65
	37,940 77
	\$164,283 98

Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$1,765,280 04
2. (Total receipts per train mile, \$1.657.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	297,769 15
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	469,374 98
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	537,629 40
6. TOTAL EXPENSES,	1,304,773 53
7. (Total expenses per train mile, \$1.225.)	
8. NET EARNINGS,	460,506 51
9. (Net earnings per train mile, \$0.432.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$993,077 40
2. (Total receipts per train mile, \$1.726.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	167,495 16
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	264,023 42
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	333,579 50
6. TOTAL EXPENSES,	765,098 08
7. (Total expenses per train mile, \$1.330.)	
8. NET EARNINGS,	227,979 32
9. (Net earnings per train mile, \$0.396.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Graduation and masonry,	\$1,736,992 04
Wooden and iron bridges,	1,473,033 97
Superstructure and iron,	3,041,335 73
Passenger and freight stations,	1,629,844 23
Engine-houses and machine shops,	316,585 51
Shops, machinery and tools,	331,445 92
Land, land damage and fences,	2,938,690 60
Engineering and general expense,	255,150 37
Interest,	639,033 47
	\$12,362,111 84
Locomotive engines,	\$982,666 92
Snow-plows,	16,049 13
Passenger cars,	\$643,223 61
Baggage cars,	43,302 85
Express cars,	3,386 88
Mail cars,	12,478 68
	702,392 02
Freight and other cars,	661,566 65
	2,362,674 72
Charlestown freight tracks, }	\$38,889 94
" " houses, }	
P., G. F. & C. R. R.,	12,226 12
Wolfborough R. R.,	4 50
	51,120 56
Amount carried forward,	\$14,775,907 12

Amount brought forward,	.	.	.	.	.	\$14,775,907	12
Charlestown lands, east,	.	.	.	.	.	\$273,866	48
" " west,	.	.	.	.	.	486,666	98
" " mortgages,	.	.	.	.	.	724,125	00
Lynn lands,	.	.	.	.	.	100,000	00
Malden lands,	.	.	.	.	.	2,301	44
P., G. F. & C. R. R. stock,	.	.	.	.	.	\$551,300	00
Wolfborough stock,	.	.	.	.	.	337,900	00
Eastern (N. H.) stock,	.	.	.	.	.	512	50
Maine Central stock,	.	.	.	.	.	859,895	81
Pullman Palace Car Co.,	.	.	.	.	.	39,000	00
Bonds P., G. F. & C. R. R.,	.	.	.	.	.	486,000	00
							1,586,959 90
Materials and supplies,	.	.	.	.	.	\$327,132	83
Cash,	.	.	.	.	.	46,051	81
Balances,	.	.	.	.	.	547,850	18
							921,034 82
Profit and loss,	.	.	.	.	.		272,590 02
							\$19,831,100 17

CR.

Capital stock,		\$4,997,600	00
Bonds, due Sept., 1876, ^a cur'cy, 6 p. c.,		\$194,400	00
" April, 1885, " 6 p. c.,		160,000	00
" March, 1887, " 7 p. c.,		959,000	00
" March, 1888, " 6 p. c.,		500,000	00
" March, 1889, " 6 p. c.,		500,000	00
" May, 1889, " 6 p. c.,		500,000	00
" March, 1893, sterl'g, 6 p. c.,		2,878,048	00
		<hr/>	5,691,448 00
Ten year coupon notes, due 1882, 7 p. c.,		\$1,163,000	00
" " 1883, 7 p. c.,		2,001,500	00
" " 1884, 7 p. c.,		512,000	00
		<hr/>	3,676,500 00
Sinking fund loan, 1884, 7 p. c.,		.	2,000,000 00
Notes payable E. R. R.,		\$1,827,400	00
" mortgages,		724,125	00
" P., S. & P. R. R.,		250,000	00
		<hr/>	2,801,525 00
Bills payable,			361,641 98
Bonds and coupons, Aug., 1874, due and unpaid,		\$3,826	00
Dividends, due and unpaid,		40,663	26
Coupons and interest, due and unpaid,		106,008	02
Borrowed money,		11,599	00
Balances due roads and individuals,		140,288	91
		<hr/>	302,385 19
		<hr/>	\$19,831,100 17

a Balance of \$350,000 outstanding, secured by mortgage on the Essex Railroad.

Description of Road.	
1. Date when opened for public use,—	
From East Boston to Salem,	Aug. 27, 1838.
Salem to Marblehead,	Dec. 10, 1839.
Salem to Ipswich,	Dec. 18, 1839.
Ipswich to Newburyport,	Aug. 28, 1840.
Newburyport to state line (N. H.), . .	Nov. 9, 1840.
Beverly to Manchester,	Aug. 3, 1847.
Manchester to Gloucester,	Dec. 1, 1847.
Salisbury to Amesbury,	Jan. 1, 1848.
So. Danvers (Peabody) to So. Reading (Wakefield),	April, 1850.
Salem to Lawrence,	July, 1850.
Edgeworth to West Lynn,	Oct., 1850.
So. Malden (Everett Junc'n) to W. Lynn,	1854.
Boston to North Chelsea (Revere), . .	April, 1854.
Gloucester to Rockport,	Nov. 4, 1861.
Wenham to Asbury Grove,	Aug., 1871.
Wenham to Essex,	May, 1872.
Swampscott to Marblehead,	Oct. 21, 1873.
Somerville to Charlestown,	Oct. 1, 1874.
Portsmouth to Dover,	Feb. 1, 1874.
2. Length of main line of road, from Boston to state line, N. H.,	41.39 miles.
Length of main line of road in Massachusetts,	41.39 miles.
In other States,	-
3. Length of line with track laid, if road is not completed,	-
4. Length of double track on main line, . .	27.80 miles.
5. Branches owned by company :—	
East Boston, double track, length, . . .	3.31 miles.
Charlestown, " " " "	1.086 miles.
Saugus, single track, " " " "	9.52 miles.
Swampscott, " " " "	3.80 miles.
Marblehead, " " " "	4 miles.
Lawrence, { double track, " { 17.66 miles.	} 19.66 miles.
South Reading, single track, " { 2 miles.	
Gloucester, " " " "	8.12 miles.
Essex, " " " "	17.35 miles.
Asbury Grove, " " " "	5 miles.
Salisbury, " " " "	1 mile.
	3.75 miles.
6. Total length of branches owned by company, .	76.596 miles.
7. Total length of branches owned by Co. in Mass.,	76.596 miles.
8. Total length of branches owned by company in other States,	-
9. Length of double track on branches, . .	6.396 miles.
10. Total length of road belonging to this company,	117.986 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	36.74 miles.
12. Same in Massachusetts,	36.74 miles.
13. Aggregate length of tracks belonging to this company, computed as single track, . . .	188.922 miles.
14. Same in Massachusetts,	188.922 miles.
15. Total length of steel rails in tracks belonging to this company,	78.48 miles.
(Weights per yard, 63 lbs.)	
17. No. of spans of bridges of 25 feet and upwards,	30
18. Number of iron bridges (agg. length, 524 feet),	17
19. No. of wooden bridges (agg. length, 7,512 feet),	55
21. No. of crossings of highways at grade, . .	193
22. No. of crossings of highways over railroad, .	64
23. No. of crossings of highways under railroad, .	5
24. No. of highway bridges 18 feet above track, .	7

25. No. of highway bridges less than 18 feet above track,	50
26. No. of crossings with gates or flagmen,	145
27. No. of crossings without gates or flagmen,	48
28. Number of railroad crossings at grade,	8
Fitchburg R. R., Charlestown.	
Boston & Maine R. R., Charlestown.	
Boston, Lowell & Nashua R. R. (Lawrence Branch) to Phillips Wharf.	
Boston & Maine R. R. (Georget'n Br.), Danvers.	
" " " Newburyport.	
Portland & Rochester R. R., Rochester, N. H.	
Boston & Maine R. R., North Berwick, Me.	
" " Cape Elizabeth, Me.	
30. Number of railroad crossings under other railroads [Boston & Maine R. R., Salmon Falls, N. H.],	1
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
31. Name, description and length of each,—	
Eastern R. R., New Hampshire, . . . length,	15.91 miles.
Portsmouth & Dover R. R.,	10.88 miles.
Newburyport City R. R.,	2.80 miles.
Portland, Saco & Portsmouth R. R., "	51 miles.
Portsmouth, Gt. Falls & Conway R. R., "	71.37 miles.
Wolfborough R. R.,	12.03 miles.
32. Total length of above roads,	163.98 miles.
33. Total length of above roads in Massachusetts,	2.80 miles.
34. Total length of above roads in other States, specifying each,—	
New Hampshire,	107.63 miles.
Maine,	53.55 miles.
35. Total miles of road operated by this company,	281.966 miles.
36. Total miles of road oper'd by this Co. in Mass.,	120.786 miles.
37. No. of stat'ns on all roads operated by this Co.,	128
38. Same in Massachusetts,	75
39. Miles of telegraph on line of road op'd by Co.,	752
40. Miles of telegraph owned by this company,	157.79
41. No. of telegraph offices in company's stations,	44
42. No. of telegraph stations operated by this Co.,	39
43. Number of telegraph stations operated jointly by railroad and telegraph company,	5

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 55,949 lbs.),	95	\$982,666 92	.337
Locomotives (maximum weight of engines in working order, 70,000 lbs.),			
2. Tenders (average weight of tenders full of fuel and water, 30,990 lbs.),	—	—	—
Tenders (maximum weight of tenders full of fuel and water, 40,550 lbs.),			
(Average joint weight of engines and tenders, 86,939 lbs.),			

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 44 feet.)			
4. (Total length of heaviest engine and tender over all, 54 feet.)			
5. Snow-plows (average weight, 16,000 lbs.), .	27	\$16,049 13	.009
6. Passenger cars (average weight, 32,000 lbs.), .	143	643,223 61	.507
Passenger cars (maximum weight, 40,000 lbs.)	—	—	—
7. Mail and baggage cars (av. weight, 26,000 lbs.),	36	59,168 41	.127
8. 8-wheel box freight cars (av. weight, 16,000 lbs.),	550	661,566 65	1.950
9. 4-wheel box freight cars (av. weight, 8,000 lbs.),	81		.287
10. 8-wheel platform cars (av. weight, 13,000 lbs.), .	371		1.316
12. Other cars (coal, gravel, &c.),	232		.822
13. Total value,		\$2,362,674 72	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	1,123	—	3.982
15. No. of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)	55	—	—
16. Number of cars equipped with train brakes, . (Kind of brake, Westinghouse.)	179	—	—
17. Number of passenger cars with Miller platform and buffer,	179	—	—

Mileage, Traffic, &c.		
1. Miles run by passenger trains,	1,065,092	
2. Speed of express passenger trains, includ'g stops,	28 miles per hour.	
3. Speed of accommodation trains, including stops,	20 miles per hour.	
4. Miles run by freight trains,	575,390	
5. Speed of express freight trains, including stops,	15 miles per hour.	
6. Speed of accommod'n fr'ght trains, includ'g stops,	10 miles per hour.	
7. Miles run by other trains, and for what purpose [switching],	442,250	
8. Total train miles run,		2,082,732
9. No. of through pass'rs (whole length of road),	156,221	
10. No. of local passengers (over part of road), .	5,229,817	
11. Total number of passengers carried,		5,386,038
12. Total pass'r mileage, or pass'rs carried one mile,		75,201,867
13. Passenger mileage to and from other roads, .	14,101,884	
14. Number of tons carried,		661,886
15. Total freight mileage, or tons carried one mile,		35,687,333
16. Freight mileage to and from other roads, . . .	13,738,948	
17. Highest rate of fare per mile, for any distance,	7 cents.	
18. Lowest rate of fare per mile, for any distance (single fare) [4.5 mills], . . . . .	.45 cent.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.47 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,	1.44 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.88 cent.	
22. Average rate of fare per mile for all passengers,	2.210 cents.	

23. Highest rate of freight per ton per mile, for any distance,	1 cent.
24. Lowest rate of freight per ton per mile, for any distance [3 mills], . . . . .	.3 cent.
25. Average rate of freight per ton per mile on roads operated by this company,	3.01 cents.
26. Average rate of freight per ton per mile to and from other roads,	1.92 cents.
27. Average number of cars in passenger trains, including baggage cars,	7
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	22
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	304,939 lbs.
30. Average weight of freight trains; including locomotive and tender, in working order, exclusive of freight,	438,939 lbs.
31. Number of persons regularly employed by company, including officials,	2,087

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	153,460
2. Passengers going to other States,	101,216
3. Passengers travelling only within this State,	4,781,681
4. Total season-ticket passengers (round trip),	558,281
5. Passengers to Boston (including season),	-
6. Passengers from Boston (including season),	2,413,397
7. Season-ticket passengers to and from Boston (one round trip daily),	443,310

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	13	1	13
Employés,	-	-	1	5	1	5
Others,	-	-	6	10	6	10

Statement of each Accident.

October 6, 1874.—Mrs. Lydia Bukman, at Newburyport; foot crushed while getting off moving train.

October 6.—Capt. William Colby, at Newburyport; leg broken by fall of derrick.

October 15.—Daniel Colbert, at Salem; head hurt while coupling cars.

October 16.—George Brimmer, at Salem; foot jammed while getting on moving train.

October 18.—John Nugent, near Everett; injured while trying to get on moving train.

October 19.—Mrs. Smith, near Swampscott; killed while walking on track.

October 21.—Edward Potter, near Phillips Beach; intoxicated, and fell off train; not much hurt.

October 22.—Mrs. H. Tozzer, at Lynn Common; sprain; jumped off train.

October 23.— — Lufkin, near Danversport; struck while walking on track; foot hurt.

November 18.—H. Hill, engineman, near Newburyport; broke his arm by leaping from his engine at collision.

November 25.—John Sugden, near Saugus; fell between cars; seriously injured; intoxicated.

November 26.—J. Morrill, at Danversport; fell while getting off train; bruised.

December 24.—J. H. Dolley, at Lynn; hand crushed while coupling cars.

December 24.—William Kelley, at Lynn; killed; walking on track.

December 26.—Mrs. M. Howard, at Lynn; killed; walking on track.

January 6, 1875.—John O'Hare, at Boston; slightly jammed; coupling cars.

January 18.—Joseph Williams, at Revere; slightly injured by jumping from moving train.

January 21.—Z. H. French, at Boston; fell while running a race along platform, and leg was injured by moving train; since died.

March 18.—Timothy Murphy, near Chelsea; head cut; train struck his team and threw him out.

April 5.—F. Rux, at Somerville; foot crushed while getting off moving train.

May 24.—Lewis Gove, on Charles River Bridge; foot jammed; struck by train; walking on track.

May 25.—Charles Mudge, at Prison Point; toes cut off while trying to get off train.

June 17.—John Callaher, near Everett; flagman; struck and killed; sitting beside track.

June 17.—Dennis Dugan, between Everett and Chelsea; struck and injured while running down track to see about accident to Callaher.

June 9.—Clarence Tonks (boy), near Malden; injured by falling or jumping from moving train.

June 19.—Daniel Gibbons (boy), East Boston; killed while playing upon freight cars.

August 7.—John Tierney, East Boston; found lying fatally injured beside track; had been crushed between cars and freight-house.

August 9.—W. H. Baker, Lynn; killed by falling between two uncoupled moving cars.

August 10.—Henry Carr, at Salem; hand crushed by falling from one train down under another in the depot; intoxicated.

August 16.—Unknown man, between Ipswich and Rowley, fatally injured while walking on track.

August 24.—Mrs. F. Allen, at Marblehead; fell and broke one arm while getting off train.

August 30.—Mary McGuire (girl), at North River, Salem; arm fractured by being struck by shifting engine while at play near track.

September 7.—Andrew Nilson, at Beverly River, slightly injured by being struck by train; pushed overboard while walking on track.

September 8.—Henry Eaton, between West Lynn and Revere; slightly injured by being hit by side of train while sitting beside track.

September 9.—Joseph Brown, Marble Ridge; knocked off top of freight train; slightly injured.

September 23.—Margaret Coughlin, at Mystic River ; killed while walking on track.

SAMUEL C. LAWRENCE,
HENRY L. WILLIAMS,
FRANK JONES,
J. WOOLDREDGE,
J. W. JOHNSON,
B. E. BATES,
F. HAVEN,

Directors of the Eastern Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 30, 1875. Then personally appeared Samuel C. Lawrence, Henry L. Williams, Frank Jones, John Wooldredge, James W. Johnson, B. E. Bates, and F. Haven, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN B. PARKER, *Justice of the Peace.*

Name and Residence of Officers.

Samuel C. Lawrence, *President*, Medford, Mass. ; George Bachelder, *Superintendent*, Boston, Mass. ; John B. Parker, *Treasurer*, Salem, Mass. *Directors.*—Samuel C. Lawrence, Franklin Haven, Benjamin E. Bates, Henry L. Williams, John Cummings, Frank Jones, James W. Johnson, John Wooldredge, James P. Cook.

Proper Address for the Company.

EASTERN RAILROAD COMPANY, BOSTON.

REPORT
OF THE
FALL RIVER RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road was not completed at the date of the report.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$185,000 00
2. Capital stock authorized by votes of company,	200,000 00
3. Cap. st'k issued (No. of sh's, 2,000); am't p'd in,	200,000 00
5. Cap. st'k, total am't p'd in as per books of the Co.,	\$200,000 00
9. Par value of shares, \$100.	
10. Number of stockholders,	19
11. Amount of stock held in Massachusetts,	200,000 00
12. Number of stockholders in Massachusetts,	19
DEBT.	
13. Funded debt as follows:—	
1st mort'ge b'ds, due Ap'l 1, 1895, int't 7 per ct.,	200,000 00
14. Total funded debt [no other debts, except what may be due the contractor, unadjusted],	200,000 00
Cost of Road, Equipment and Property.	
AMOUNT EXPENDED FOR CONSTRUCTION.	
Paid H. W. Phelps, contractor,	\$302,187 50
Land and land damages,	1,663 72
Engineering expenses,	4,921 10
Expenses incurred during construction,	1,339 24
Interest account paid during construction,	3,103 34
Superstructure (1 turn-table),	750 00
Bond discount and interest,	22,000 00
Total expended for construction,	\$335,964 90

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
H. W. Phelps, contractor,	\$302,187 50
Engineering account,	4,921 10
Land and land damages,	1,663 72
Current expenses,	1,339 24
Interest account,	3,103 34
Bond discount account,	22,000 00
Superstructure account,	750 00
Cash in banks,	62,253 56
Cash on hand,	1,781 54
	\$400,000 00

	CR.	
Capital stock,		\$200,000 00
First mortgage bonds,		200,000 00
		<hr/> \$400,000 00

Description of Road.	
Length of line with track laid is	10 miles.
Length of line when completed,	12½ miles.
There is one pile bridge in Fall River 5,700 feet in length.	
No. of crossings of highways at grade,	8
No. of crossings of highways over railroad,	1
No. of crossings of highways under railroad,	None.
No. of highway bridges 18 feet above track,	1

The grading of the road is nearly completed, about 15,000 yards of embankment in Watuppa Pond, Fall River, only remaining.

The masonry is completed, with exception of channel-wall along the Quequechan River, in Fall River, at depot grounds.

Track laid and ballasted, 10 miles.

Pile-bridge at Fall River completed, with exception of bolting stringers and placing ties; all other work completed.

J. A. BEAUVAIS,
C. R. TUCKER,
GEO. A. BOURNE,
GEO. WILSON,
L. S. JUDD,
LEMUEL M. KOLLOCK,
WM. R. WING,
R. T. DAVIS,
J. D. FLINT,
JAMES T. MILNE,
Directors of the Fall River Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, November 1, 1875. Then personally appeared J. A. Beauvais, Charles R. Tucker, George A. Bourne, Geo. Wilson, L. S. Judd, L. M. Kollock and William R. Wing, and severally made oath or affirmed to the truth of the foregoing statement by them subscribed.

CHAS. E. BARNEY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. FALL RIVER, November 2, 1875. Then personally appeared Robert T. Davis, John D. Flint and James T. Milne, and severally made oath or affirmed to the truth of the foregoing statement by them subscribed, to the best of their knowledge, information and belief.

MARCUS G. B. SWIFT, *Justice of the Peace.*

Name and Residence of Officers.

J. A. Beauvais, *President*, New Bedford ; T. B. Fuller, *Clerk and Treasurer*, Fairhaven.

***Directors.*—J. A. Beauvais, New Bedford ; C. R. Tucker, New Bedford ; George A. Bourne, New Bedford ; George Wilson, New Bedford ; John H. Perry, Boston ; L. S. Judd, Fairhaven ; George R. Phillips, New Bedford ; Lemuel M. Kollock, New Bedford ; William R. King, New Bedford ; Robert T. Davis, Fall River ; John D. Flint, Fall River ; James T. Milne, Fall River.**

Proper Address for the Company.

FALL RIVER RAILROAD CO., NEW BEDFORD, MASS.

REPORT

OF THE

FALL RIVER, WARREN & PROVIDENCE RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$150,000 00	
2. Capital stock authorized by votes of company,	150,000 00	
3. Cap. st'k issued (No. of sh's, 1,500) ; am't p'd in,	150,000 00	
5. Cap. st'k, <i>total am't paid in as per books of the Co.</i> ,		\$150,000 00
6. Cap. st'k, <i>total amount actually realized</i> ,	150,000 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	25,888 85	
9. Par value of shares, \$100 (the average price at which shares were sold, \$)		
10. Number of stockholders,	29	
11. Amount of stock held in Massachusetts,	78,600 00	
12. Number of stockholders in Massachusetts,	11	
DEBT.		
13. Funded debt, as follows :—		
1st mort'ge bonds, due 1883, interest 7 per cent.,	300,000 00	
14. Total amount of funded debt,		300,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	6,587 41	
16. Unfunded debt incurred for use of rolling stock,	12,741 82	
17. Other debts—current credit balances, &c.,	535 25	
18. <i>Total debt liabilities</i> ,		319,864 48
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		286,655 85
21. Proportion of same per mile of road,	49,474 60	
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$161,242 48	
2. Bridging,	25,957 97	
3. Superstructure, including rails,	79,105 53	
4. Land, land damages and fences,	20,273 00	
5. Pass'r, fr'ght and water stations and wood-sheds,	9,903 12	
6. Engine-houses, car-sheds and turn-tables,	382 76	
7. Steam ferry-boat,	21,759 10	
9. Engineering, agencies, salaries and other expenses during construction,	13,882 74	
10. <i>Total expended for construction</i> ,		\$332,506 70
11. Av'ge cost of const'n per mile of road built by Co.,	57,388 11	
12. Same per mile of single track built by company, not including sidings,	57,388 11	
13. Proportion of cost of construction for Mass.,	252,646 18	

EQUIPMENT. [All our equipment is hired.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		\$332,506 70
33. Proportion for Massachusetts,	\$252,646 18	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		365,715 33
Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,		\$34,910 22
4. Receipts for express,		1,099 92
5. Receipts from ferry-boat,		978 72
6. Total receipts from passenger department,		36,988 86
12. TOTAL EARNINGS,		36,988 86
13. Earnings per mile of road operated,	\$6,383 99	
14. Earnings per mile of road operated—computed as single track, not including sidings,	6,383 89	
15. Per train mile,	2 81	
16. Proportion for Massachusetts,	23,378 17	
20. TOTAL INCOME,		36,988 86
21. Percentage to capital stock and debt,	8.01	
22. Percentage to means applied to constr'n, equipm't, &c., 11.12		
Expenses of Operating the Road for the Year.		
CLASS 1.— <i>Maintenance of Way and Buildings (charged to operating expenses).</i>		
1. Repairs of road, exclusive of bridges and new rails,		\$6,157 24
2. New iron rails, deducting old rails sold (number of miles, ; weight per yard, lbs.),		585 95
5. Repairs of buildings and fixtures (stations),		875 36
8. TOTAL,		7,618 55
9. Proportion of same to passenger department,	\$7,618 55	
CLASS 2.— <i>General Traffic Expenses.</i>		
1. Taxes, state and local,		384 12
2. General salaries, office expenses and miscellaneous, not em- braced in Classes 3 and 4,		1,510 00
3. Insurance premiums and losses by fire and damages for fires set by engines,		500 00
4. Repairs of locomotives,		934 30
9. Fuel for locomotives and cars; wood, cost \$150; coal, cost \$3,189.19,		3,339 19
12. Oil and waste,		514 18
13. Switchmen, watchmen, flag and signal men,		1,734 25
15. TOTAL,		8,916 04
16. Proportion belonging to passenger department,	\$8,916 04	
CLASS 3.— <i>Passenger-Train Expenses.</i>		
1. Repairs of passenger, mail and baggage cars,		1,421 33
4. Salaries, wages and incidentals of passenger department and steam ferry-boat,		15,726 39
6. TOTAL,		17,147 72
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		33,682 31
8. Per mile of the road operated,	\$5,813 31	
9. Per mile of single track operated, not including sidings,	5,813 31	
10. Per train mile,	2.56	
11. Proportion for Massachusetts,	21,288 34	
12. Percentage of expenses to income,	91.06	

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Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$3,306 55
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	3,306 55
4. Percentage of same to capital stock and debt,	0.703
5. Percentage to total means applied to construction, equipment, &c.,	0.99
6. Paid for interest,	1,856 32
9. Balance for the year, or surplus,	1,450 23
10. Deficit at commencement of the year,	105,599 38
11. TOTAL DEFICIT,	104,149 15
Receipts, Expenses, Net Earnings, &c., of Passenger Department	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$36,988 86
2. (Total receipts per train mile, \$2.81.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	7,618 55
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	8,916 04
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	17,147 72
6. TOTAL EXPENSES,	33,682 31
7. (Total expenses per train mile, \$2.56.)	
8. NET EARNINGS,	3,306 55
9. (Net earnings per train mile, \$0.251.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Graduation and masonry,	\$161,242 48
Wooden bridges,	25,957 97
Superstructure, including iron,	79,105 53
Stations and buildings,	9,903 12
Land, land damages and fences,	20,273 00
Engine-house, &c.,	382 76
Engineering, agencies, &c.,	13,882 74
Steam ferry-boat,	21,759 10
Old Colony R. R. Co.,	1,446 22
Providence, Warren & Bristol R. R. Co.,	736 67
C. T. Child, special account,	7,500 00
Cash,	23,525 74
Profit and loss,	104,149 15
	\$469,864 48
CR.	
Capital stock,	\$150,000 00
Bonds payable,	300,000 00
W. M. Bailey,	350 00
C. T. Child,	6,237 41
Old Colony Steamship Co.,	535 25
J. H. Clifford and others,	12,741 82
	\$469,864 48

Description of Road.	
1. Date when opened for public use,	May 22, 1860.
2. Length of main line of road from Warren to Fall River,	5.794 miles.
Length of main line of road in Massachusetts,	3.662 miles.
Length of main line of road in Rhode Island,	2.132 miles.
10. Total length of road belonging to this company,	5.794 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	5.794 miles.
14. Same in Massachusetts,	3.662 miles.
17. Number of spans of bridges of 25 feet and upwards,	3
19. Number of wooden bridges (aggregate length, 315 feet),	3
21. No. of crossings of highways at grade,	3
22. No. of crossings of highways over railroad,	2
25. No. of highway bridges less than 18 feet above track,	2
27. No. of crossings without gates or flagmen,	3
35. Total miles of road operated by this company,	5.794 miles.
36. Total miles of road oper'd by this Co. in Mass.,	3.662 miles.
37. Number of stat's on all roads op'd by this Co.,	2
38. Same in Massachusetts,	2
39. Miles of telegraph on line of road op'd by Co.,	5.794 miles.
41. No. of telegraph offices in Co.'s stations,	1
42. No. of telegraph stations operated by this Co.,	1
43. Number of telegraph stations operated jointly by railroad and telegraph company,	1
Mileage, Traffic, &c.	
1. Miles run by passenger trains,	13,146
3. Speed of accommodation trains, includ'g stops,	24 miles.
8. Total train miles run,	13,146
9. No. of through pass'rs (whole length of road),	67,915
10. Number of local pass'rs (over part of road),	26,631
11. Total number of passengers carried,	94,546
12. Total pass'r mileage, or pass'rs carried one mile,	547,800
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	6 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	7 cents.
22. Average rate of fare per mile for all passengers,	6.5 cents.
27. Av'ge No. of cars in pass'r tr'ns, includ'g bag'ge cars,	3
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	50 tons.
31. Number of persons regularly employed by company, including officials,	25
Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	33,584
2. Passengers going to other States,	60,962

HENRY A. WHITNEY,
JAMES Y. SMITH,
T. P. L. GODDARD,
Directors of the Fall River, Warren & Providence R. R. Company.

128 FALL RIVER, WARREN & PROVIDENCE R. R. [Jan.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. In the City of Providence, on the fourth day of November, A. D. 1875, personally appeared said James Y. Smith, and on the ninth day of said November, personally appeared said Thomas P. I. Goddard, and severally made oath to the truth of the foregoing statement by them subscribed. Before me,

JOHN WILSON SMITH, *Notary-Public.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Henry A. Whitney, and made oath to the truth of the foregoing statement by him subscribed.

B. B. TORREY, *Justice of the Peace.*

Name and Residence of Officers.

John H. Clifford, *President*, New Bedford and Boston ; Benj. B. Torrey, *Treasurer*, Boston ; Albert A. Folsom, *General Superintendent*, Boston ; Wingate Hayes, *Clerk of Corporation*, Providence, R. I.

Directors.—John H. Clifford, New Bedford and Boston ; Wm. R. Robeson, Boston ; Henry A. Whitney, Boston ; James Y. Smith, Providence, R. I. ; T. P. I. Goddard, Providence, R. I.

Proper Address for the Company.

FALL RIVER, WARREN & PROVIDENCE R. R. CO.,
Care of BOSTON & PROVIDENCE RAILROAD CORPORATION, BOSTON.

BOSTON, MASS., Nov. 3, 1875.

The undersigned Commissioners of the Fall River, Warren & Providence Railroad Company, have examined the above report, and believe it to be correct, and herewith approve the same.

CHARLES EDWARD POWERS,
Commissioner for Massachusetts.
JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

*Report of the Commissioners of the Fall River, Warren & Providence Railroad Co.,
to the Legislature of Massachusetts, for the year ending Sept. 30, 1875.*

The undersigned Commissioners of the Fall River, Warren & Providence Railroad Company, met at the office of the Providence Railroad Company in Boston, on Wednesday, the third day of November, A. D. 1875, for the purpose of investigating the accounts and expenditures of said company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island ; and having examined the accounts of said Company, we find,—

That there has been expended for the road in Massachusetts, to	
the 30th day of September, 1875, the sum of	\$252,646 18
That there has been expended in Rhode Island, to the 30th day of	
September, 1875, the sum of	79,860 52
	<hr/>
Making the whole cost of the road,	\$332,506 70

The Commissioners further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter of the company.

CHARLES EDWARD POWERS,
Commissioner for Massachusetts.

JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

REPORT
OF THE
FITCHBURG RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$8,000,000 00	
2. Capital stock authorized by votes of company,	5,000,000 00	
3. Cap. st'k issued (No. of sh's, 40,000), am't paid in,	4,000,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$4,000,000 00
6. Cap. st'k, total amount actually realized,	4,000,000 00	
7. Cap. st'k p'd in, per mile of road owned by Co.,	42,863 26	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	2,360	
11. Amount of stock held in Massachusetts,	3,392,000 00	
12. Number of stockholders in Massachusetts,	1,975	
DEBT.		
13. Funded debt, as follows:—		
7 per cent. bonds, due April 1, 1894,	500,000 00	
14. Total amount of funded debt,		500,000 00
17. Other debts—current credit balances, &c.,	186,142 89	
18. Total debt liabilities,		686,142 89
19. (Amount actually received from the same),	686,142 89	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		446,374 05
21. Proportion of same per mile of road,	4,783 27	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$800,000 00	
2. Bridging,	450,000 00	
3. Superstructure, including rails,	920,000 00	
4. Land, land damages and fences,	740,000 00	
5. Pass., fr'ght and water stations and wood-sheds,	300,000 00	
6. Engine-houses, car-sheds and turn-tables,	180,000 00	
7. Machine shops,	150,000 00	
9. Engineering, agencies, salaries, and other expenses during construction,	50,000 00	
Expended but not apportioned,	406,643 10	
10. Total expended for construction,		\$3,996,643 10
11. Av. cost of constr'n per mile of road built and owned by Co., ^a	42,827 29	
12. Same per mile of single track built and owned by company, not including sidings,	27,754 47	
13. Proportion of cost of construction for Mass.,	3,996,643 10	

^a Including Lancaster, Sterling & Marlborough, and Peterborough & Shirley.

EQUIPMENT.	
14. Locomotives (number, 42),	\$150,000 00
15. Snow-plows on wheels (number, 7),	35,000 00
16. Passenger, mail and baggage cars (number, 67),	175,000 00
17. Freight and other cars (number, 812),	50,000 00
18. Machinery and tools,	\$410,000 00
19. <i>Total for equipment,</i>	2,251 26
20. <i>Av. cost of equip't per mile of road operated by Co.,</i>	410,000 00
21. <i>Proportion for Massachusetts,</i>	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.	
28. Lands in Charlestown and on line of Fitchburg R. R. and branches (not used for the business of road),	218,250 72
29. Other property purchased,—	
Improvements on Vermont & Mass. R. R.,	69,638 86
Second track, Vermont & Mass. R. R.,	24,440 92
30. <i>Total,</i>	312,330 50
32. <i>WHOLE AM'T OF PERMANENT INVESTMENTS,</i>	4,718,973 60
33. <i>Proportion for Massachusetts,</i>	4,718,973 60
34. <i>TOTAL PROPERTY AND ASSETS OF THE CO.,</i>	5,210,645 27
35. <i>Am't of sink'g and contingent funds [for payment of V. & M. R. R. bonds],</i>	70,000 00
Expenditures Charged to Property Account during the Year.	
15. Expended but not apportioned,	\$178,001 90
Improvements on Vermont & Massachusetts R. R.,	32,450 90
Real estate, second track Vermont & Mass. R. R.,	24,440 92
16. <i>TOTAL,</i>	234,893 72
17. Property sold and credited property acc't during the year,—	
Real estate belonging to Vermont & Mass. R. R., and property sold, deducting amount purchased,	74,920 83
18. <i>Net addition to property account for the year,</i>	159,972 89
Revenue for the Year.	
1. Receipts from local passengers on roads operated by Co.,	\$558,731 78
2. Receipts from passengers from and to other roads over roads operated by this company,	137,334 98
4. Receipts for express,	30,926 81
5. Receipts for mails,	31,125 66
6. <i>Total receipts from passenger department,</i>	758,119 23
7. Receipts from local freight on roads operated by this Co.,	558,507 55
8. Receipts from freight from and to other roads over roads operated by this company,	351,121 63
10. <i>Total receipts from freight department,</i>	909,629 18
12. <i>TOTAL EARNINGS,</i>	1,667,748 41
13. <i>Earnings per mile of road operated,</i>	\$9,157 42
14. <i>Earnings per mile of road operated—computed as single track, not including sidings,</i>	7,163 87
15. <i>Per train mile,</i>	1.673
16. <i>Proportion for Massachusetts,</i>	1,581,943 43
18. <i>Income from rent of property other than road and equipment,</i>	28,888 80
19. <i>Income from all other sources [premium on stock sold],</i>	23,887 50
20. <i>TOTAL INCOME,</i>	1,720,524 71
21. <i>Percentage of same to capital stock and debt,</i>	38.69
22. <i>Percentage to means applied to constr'n, equipm't, &c.,</i>	36.46

Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road exclusive of bridges and new rails,	\$198,211 09
2. New iron rails, deducting old rails sold (number of miles, 20½, weight per yard, 60 lbs.),	58,550 15
3. Steel rails, deducting old rails sold (number of miles, 6½, weight per yard, 60 lbs.),	42,352 61
4. Repairs of bridges,	21,035 16
5. Repairs of buildings and fixtures (stations),	61,391 45
6. Repairs of, and additions to, machine-shops and machinery,	9,335 78
7. Repairs of fences, road crossings and signs,	8,129 33
8. TOTAL,	399,005 57
9. Proportion of same to passenger department,*	\$181,378 55
10. Proportion of same to freight department,*	217,627 02
CLASS 2.—General Traffic Expenses.	
1. Taxes, state and local,	102,965 91
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	43,965 40
3. Insurance premiums and losses by fire, and damages for fires set by engines,	10,950 28
4. Repairs of locomotives,	80,705 52
8. Removing ice and snow,	12,146 08
9. Fuel for locomotives and cars: 8,220 cords of wood, cost \$46,583.34; 17,385 tons of coal, cost \$115,286.77,	161,870 11
10. Water,	3,551 42
12. Oil and waste,	13,206 24
13. Switchmen, watchmen, flag and signal men,	40,394 37
14. Telegraph expenses,	2,975 02
15. TOTAL,	472,730 35
16. Proportion belonging to passenger department,	\$214,892 10
17. Proportion belonging to freight department,	257,838 25
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	52,334 24
3. Damages and gratuities, passenger,	3,158 96
4. Salaries, wages and incidentals of passenger department,	133,011 37
6. TOTAL,	188,504 57
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,	76,160 91
3. Damages and gratuities, freight,	5,889 79
4. Salaries, wages and incidentals of freight department,	184,210 37
6. TOTAL,	266,261 07
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	1,326,501 56
8. Per mile of the road operated,	\$8,033 56
9. Per mile of single track operated, not including sidings,	6,146 90
10. Per train mile,	1.330
11. Proportion for Massachusetts,	1,219,092 73
12. Percentage of expenses to income,	77.1
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$394,023 15
2. Amount paid other companies as rent for use of road,— Vermont & Massachusetts Railroad,	79,222 00
Connecticut River Railroad,	8,662 50
3. Net income above oper'g expenses and am't p'd for rent of road,	306,138 65
4. Percentage of same to capital stock and debt,	6.88
5. Percentage to total means applied to construction, equipment, etc.,	6.49

* Computed on gross receipts from passenger and freight departments.

6. Paid for interest, ^a	\$18,314 64
7. Dividends declared, 8 per cent. for the year, amount,	320,000 00
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or deficit,	32,175 99
10. Surplus at commencement of the year,	556,678 37
11. TOTAL SURPLUS,	524,502 38
12. Paid to sinking funds in hands of trustees,	\$7,000 00

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$758,119 23
2. (Total receipts per train mile, \$1.407.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	181,378 55
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	214,892 10
5. Expenses, proportion of "Passenger Train Expenses," as per Class 3, No. 6,	188,504 57
6. TOTAL EXPENSES,	584,775 22
7. (Total expenses per train mile, \$1.085.)	
8. NET EARNINGS,	173,344 01
9. (Net earnings per train mile, \$0.322.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$909,629 18
2. (Total receipts per train mile, \$2.119.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	217,627 02
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	257,838 25
5. Expenses, proportion of "Freight Train Expenses," as per Class 4, No. 6,	266,261 07
6. TOTAL EXPENSES,	741,726 34
7. (Total expenses per train mile, \$1.728.)	
8. NET EARNINGS,	167,902 84
9. (Net earnings per train mile, \$0.391.)	

^a Interest paid,	\$37,163 74
Interest and dividend received, carried direct to credit interest account,	18,849 10
Balance,	\$18,314 64

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Grading and masonry,	\$800,000 00
Bridging,	450,000 00
Superstructure and rails,	920,000 00
Land, land damages and fences,	740,000 00
Depots, wood-sheds and water stations,	300,000 00
Engine-houses, turn-tables and car-sheds,	180,000 00
Engineering, &c.,	50,000 00
Locomotives and snow-plows,	150,000 00
Passenger, baggage and mail cars,	35,000 00
Freight and other cars,	175,000 00
Machinery, shops and tools,	200,000 00
	\$4,000,000 00
Construction and equipment not apportioned,	406,643 10
Amount carried forward,	\$4,406,643 10

Amount brought forward,		\$4,406,643 10
Improvements (Vermont & Mass. R. R.),	\$69,638 86	
Second track, " "	24,440 92	
		94,079 78
Stock materials,	\$114,011 23	
New iron rails,	47,015 76	
Steel rails,	17,416 89	
		178,443 88
Wood,	\$33,068 00	
Coal,	35,646 30	
Fuel for stations and shops,	4,744 65	
		73,458 95
Cash,	\$26,799 94	
Lancaster Railroad Co.,	700 00	
Bonds of Lancaster Railroad Co.,	4,625 00	
Bonds of New London Northern Railroad Co.,	12,088 36	
Repairs of Troy & Greenfield R. R.,	8,925 87	
Passenger receipts (con'g railroad balances),	267 26	
		53,406 43
Real estate,	\$218,250 72	
Sinking fund,	70,000 00	
Notes receivable, a	90,405 27	
United States,	22,784 39	
Hoosac Tunnel line,	100 00	
St. Paul Fire & Marine Insurance Co.,	3,072 75	
		404,613 13
		\$5,210,645 27

CR.

Capital stock,	\$4,000,000 00
Bonds,	500,000 00
Unclaimed dividends,	10,197 00
Bond coupon No. 3, due Oct. 1, 1875,	17,500 00
Vermont & Massachusetts R. R. Co.,	11,552 76
Freight receipts (con'g R. R. balances),	117,799 91
Commonwealth of Massachusetts,	29,093 22
Profit and loss,	504,857 88
Renewal fund (profit and loss),	19,644 50
	\$5,210,645 27

Description of Road.	
1. Date when opened for public use,—	
From Boston to Waltham,	December 20, 1843.
Concord,	June 17, 1844.
Fitchburg,	March 5, 1845.
2. Length of main line of road from Boston to Fitchburg,	50 miles.
Length of main line of road in Massachusetts,	50 miles.
4. Length of double track on main line,	50 miles.
5. Branches owned by company,—	
Freight and ice, in Boston, double track, length,	.68 mile.

a Includes stock of Fitchburg R. R., \$50,000.

Watertown branch, single track, length,	6.60 miles.	
Lancaster, Sterling & Marlboro, " "	12.42 miles.	
Peterborough and Shirley, " "	23.62 miles.	
6. Total length of branches owned by company, .		43.32 miles.
7. Total length of branches owned by Co. in Mass.,	33.95 miles.	
8. Total length of branches owned by Co. in N. H.,	9.37 miles.	
9. Length of double track on branches, .	.68 mile.	
10. Total length of road belonging to this company,		93.32 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	41.78 miles.	
12. Same in Massachusetts,	40.41 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track, . . .		185.78 miles.
14. Same in Massachusetts,	175.04 miles.	
15. Total length of steel rails in tracks belonging to this company,	6.50 miles.	
(Weights per yard, 60 lbs.)		
16. Total length of steel-top rails in tracks belonging to this company,	3.5 miles.	
(Weight per yard, 60 lbs.)		
17. No. of spans of bridges of 25 feet and upwards,	38	
18. Number of iron bridges (ag. length, 55 feet), .	1	
19. Number of wooden bridges (aggregate length, 10,836 feet),	54	
21. No. of crossings of highways at grade, . . .	129	
22. No. of crossings of highways over railroad, .	19	
23. No. of crossings of highways under railroad, .	9	
25. No. of highway bridges less than 18 feet above track,	19	
26. No. of crossings with gates or flagmen, . . .	48	
27. Number of crossings without gates or flagmen,	81	
28. No. of railroad crossings at grade,	7	
[Boston & Maine, Eastern, Grand Junction, Framingham & Lowell, Worcester & Nashua (main road and P. & S. Branch), B., C. & F.]		
30. No. of railroad crossings under other railroads [B. & L. R. R.],	1	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
31. Name, description and length of each—		
Vermont & Mass. Railroad, Fitchburg to Greenfield, length,	56 miles.	
Turner's Falls Branch, Deerfield to Turner's Falls, length,	2.80 miles.	
Troy & Greenfield Railroad, Greenfield to Shelburne Falls, length, ^a	13 miles.	
32. Total length of above roads,		88.80 miles.
33. Total length of above roads in Massachusetts,		88.80 miles.
35. Total miles of road operated by this company [including T. & G. R. R.],		161.12 miles.
36. Total miles of road oper'd by this Co. in Mass.,		151.75 miles.
37. No. of stat'ns on all roads operated by this Co.,	74	
38. Same in Massachusetts,	71	
39. Miles of telegraph on line of road op'd by Co., .	183	
41. No. of telegraph offices in Co.'s stations, . .	35	

^a Prior to July the cars of this company ran through to Hoosac Tunnel, the motive power from Shelburne Falls to Hoosac Tunnel being furnished by the Boston, Hoosac Tunnel & Western Railroad Company; and the B., H. T. & W. R. R. received therefor the gross receipts of that portion of the road, both passenger and freight. Since July the cars of this company have run through to North Adams, and the motive power from Greenfield to Hoosac Tunnel, the State receiving toll on passengers and freight.

42. No. of telegraph stations operated by this Co.,	18
43. No. of telegraph stations operated jointly by railroad and telegraph company,	5

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 28 tons),	54	\$444,500 00	.29
Locomotives (maximum weight of engines in working order, 35 tons),			
2. Tenders (average weight of tenders full of fuel and water, 18 tons),	56	56,000 00	.29
Tenders (maximum weight of tenders full of fuel and water, 25 tons), (Average joint weight of engines and tenders, 46 tons.)			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.			
4. Total length of heaviest engine and tender over all, 51 feet.			
5. Snow-plows (average weight, 17 tons),	9	12,780 00	.05
6. Passenger cars (average weight, 16 tons),	71	255,750 00	.39
Passenger cars (maximum weight, 20 tons),	-	-	-
7. Mail and baggage cars (av. weight, 11½ tons),	22	38,950 00	.12
8. 8-wheel box freight cars (av. weight, 8½ tons),	413	247,868 00	2.26
9. 4-wheel box freight cars (av. weight, 4½ tons),	205	66,625 00	1.12
10. 8-wheel platform cars (av. weight, 7½ tons),	517	258,750 00	2.84
11. 4-wheel platform cars (av. weight, 3½ tons),	23	6,325 00	.12
12. Other cars (coal, gravel, &c.),	90	27,000 00	.49
13. Total value, . . . . .	.	\$1,414,548 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	1,090	-	5.99
15. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)	28	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	79	-	-
17. Number of passenger cars with Miller platform and buffer,	71	-	-

Mileage, Traffic, &c.

1. Miles run by passenger trains,	538,687	
2. Speed of express passenger trains, includ'g stops,	26 miles per hour.	
3. Speed of accommodation trains, including stops,	22 miles per hour.	
4. Miles run by freight trains,	429,345	
5. Speed of express freight trains, including stops,	10 miles per hour.	
6. Speed of accommod'n fr'ght trains, includ'g stops,	8½ miles per hour.	
7. Miles run by other tr's [gravel, wood & snow],	29,061	
8. Total train miles run,		997,093
9. No. of through pass'rs (whole length of road),	776	
10. No. of local passengers (over part of road),	2,535,790	

11. Total number of passengers carried,	2,536,566
12. Total pass'r mileage, or pass'rs carried one mile,	31,992,341
13. Passenger mileage to and from other roads,	5,292,996
14. Number of tons carried,	726,766
15. Total freight mileage, or tons carried one mile,	22,031,844
16. Freight mileage to and from other roads,	13,466,810
17. Highest rate of fare per mile, for any distance,	10 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	1 cent.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.42 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.56 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.92 cent.
22. Average rate of fare per mile for <i>all</i> passengers,	2.17 cents.
23. Highest rate of freight per ton per mile, for any distance,	50 cents.
24. Lowest rate of freight per ton per mile, for any distance,	1 cent.
25. Average rate of freight per ton per mile on roads operated by this company,	6.52 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.61 cents.
27. Average number of cars in passenger trains, including baggage cars,	4.5
28. Av'ge No. of cars in fr't tr'ns, (basis of 8 wheels),	26
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	110 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	260 tons.
31. Number of persons regularly employed by company, including officials,	1,042

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,	5,273
2. Passengers going to other States,	6,114
3. Passengers travelling only within this State,	2,525,179
4. Total season-ticket passengers (round trip),	293,173
5. Passengers to Boston (including season),	884,209
6. Passengers from Boston (including season),	860,260
7. Season-ticket passengers to and from Boston (one round trip daily),	423,762

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	1	1	1	1
Employés,	—	3	3	3	3	6
Others,	—	—	5	2	5	2

Statement of each Accident.

October 22, 1874.—Timothy Callahan, employé, fell from a freight train at Ayer Junction ; toes of left foot crushed.

October 29.—John Peters was fatally injured, at Deerfield, while walking on the track.

November 13.—Anthony Mehan was killed near Bardwell's Ferry, while lying on the track.

November 18.—John Sullivan, employé, was struck by an engine in Fitchburg yard ; foot crushed.

November 28.—George Gilchrist was fatally injured at Ayer Junction, while shackling cars.

March 25, 1875.—Edgar Hodson, employé ; arm injured at South Acton while shackling cars.

May 12.—Calvin Nourse jumped from an express train at Waltham ; not seriously injured.

May 24.—Eddie Galligan (about 5 years old), while playing upon the track in Somerville, was struck by an engine, but not seriously injured.

June 12.—Richard M. Morse was found dead near the track, half mile west of Templeton Station.

July 4.—Martin Kelley was fatally injured at Waltham, by falling between the cars ; intoxicated.

July 20.—James Atkinson, fatally injured in Boston yard by a passing train.

August 13.—By the explosion of the boiler of Engine No. 30, in Boston freight yard, the engineman and fireman were slightly injured, and E. A. Haggett, brakeman, was severely scalded.

August 25.—James Cuff, employé, fell between two freight cars, at Erving, and was killed.

September 8.—George Smith drove upon the track at Stony Brook, in spite of the efforts of the gateman, and was severely bruised ; one horse was killed. The gate was closed.

September 24.—Mary Ann Cook was killed in Somerville, while walking on the track.

September 29.—Nathan Pondexter was found dead near the track, between Somerville and Cambridge stations.

WM. B. STEARNS,
P. B. BRIGHAM,
ROBERT CODMAN,
RODNEY WALLACE,

Directors of the Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 29, 1875. Then personally appeared Robert Codman, and made oath to the truth of the foregoing statement by him subscribed.

WM. B. STEARNS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 29, 1875. Then personally appeared William B. Stearns, P. B. Brigham and Rodney Wallace, and severally made oath to the truth of the foregoing statement by them subscribed.

ROBERT CODMAN, *Justice of the Peace.*

Name and Residence of Officers.

Wm. B. Stearns, *President*, Boston; Mason D. Benson, *Treasurer*, Cambridge; Charles L. Heywood, *Superintendent*, Belmont; John Adams, *Ass't Superintendent*, Boston; C. H. Comee, *Ass't Superintendent*, Fitchburg. *Directors.*—Wm. B. Stearns, Boston; P. B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston; Rodney Wallace, Fitchburg.

Proper Address for the Company.

FITCHBURG RAILROAD COMPANY, BOSTON, MASS.

REPORT

OF THE

FRAMINGHAM & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Boston, Clinton & Fitchburg Railroad Co.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$1,500,000 00	
2. Capital stock authorized by votes of company,	550,000 00	
3. Cap. st'k issued (No. of sh's, 5,110), am't p'd in,	511,000 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 18),	1,096 39	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$512,096 39
6. Cap. st'k, total amount actually realized,	512,096 39	
7. Cap. st'k p'd in, per mile of road owned by Co.,	19,605 53	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	198	
11. Amount of stock held in Massachusetts,	505,300 00	
12. Number of stockholders in Massachusetts,	197	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge b'ds, due 1891, int'st, 7 per cent.,	500,000 00	
Coupon notes due 1882, int'st, 8 per cent.,	150,000 00	
Coupon notes due 1883, int'st, 8 per cent.,	97,000 00	
14. Total amount of funded debt,		747,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	118,500 00	
16. Unfunded debt incurred for any other special purpose, and for what,	—	—
17. Other debts—current credit balances, &c.,	82,215 33	
18. Total debt liabilities,		947,715 33
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		931,207 45
21. Proportion of same per mile of road,	35,651 12	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$417,419 17	
2. Bridging,	8,256 00	
3. Superstructure, including rails,	367,992 16	
4. Land, land damages and fences,	137,631 89	
5. Pass., fr'ght and water stations and wood-sheds,	243 81	
6. Engine-houses, car-sheds and turn-tables,	22,781 52	
7. Telegraph,	4,652 65	
8. Interest paid during construction, discount, &c.,	3,296 11	
9. Engineering, agencies, salaries, and other expenses during construction,	39,823 48	
Bond discount,	52,814 44	
10. Total expended for construction,	119,555 57	
		\$1,174,466 80

11. Av. cost of constr'n per mile of road built by Co.,	\$44,964 27
12. Same per mile of single track built by company, not including sidings,	44,964 27
13. Proportion of cost of constr'n for Mass., . . .	1,174,466 80
EQUIPMENT. [None.]	
32. WHOLE AM'T OF PERMANENT INVESTMENTS, . . .	\$1,174,466 80
33. Proportion for Massachusetts,	1,174,466 80
34. TOTAL PROPERTY AND ASSETS OF THE Co., . . .	1,373,036 68

Expenditures Charged to Property Account during the Year.	
4. Land,	\$3,285 14
5. Pass. and fr't stations, wood-sheds and water stations, . . .	243 81
Bond discount,	4,500 00
15. Other expenditures charged to property account,— Sidings at Lowell, Chelmsford, Concord Junction (for state prison), North Sudbury and North Framingham, . . .	16,578 50
16. TOTAL,	29,607 45
Equipment amounting to \$182,062 is credited property ac- count and charged to B., C. & F. R. R. Co., the amount to be paid at expiration of lease without interest.	
18. Net addition to property account for the year,	29,607 45
Revenue for the Year.	
11. Rec'pts as rents for use of road and equipm't, when leased,	\$32,540 61
12. TOTAL EARNINGS,	32,540 61
16. Proportion for Massachusetts,	\$32,540 61
20. TOTAL INCOME,	32,540 61
21. Percentage to capital stock and debt, 2.25	
22. Percentage to means applied to constr'n, equipm't, &c., 2.37	
Expenses for the Year.	
1. Taxes, state and local,	\$916 36
2. General salaries, office expenses and miscellaneous, . . .	1,196 17
7. TOTAL EXPENSES,	2,112 53
11. Proportion for Massachusetts,	\$2,112 53
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$30,428 08
3. Net income above oper'g expenses and am't p'd for rent of road, .	30,428 08
4. Percentage of same to capital stock and debt, 2.10	
. Percentage to total means applied to construction, equipment, &c., 2.22	
6. Paid for interest,	67,151 03
9. Deficit for year,	36,722 95
10. Deficit at commencement of the year,	50,052 09
11. TOTAL DEFICIT,	86,775 04

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$1,171,170 69
Telegraph line,	3,296 11
Cash,	4,454 02
Amount carried forward,	
	\$1,178,920 82

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FRAMINGHAM & LOWELL RAILROAD.

[Jan.

Amount brought forward,	\$1,178,920 82
Debts receivable,	12,053 86
Profit and loss,	86,775 04
B., C. & F. R. R. for equipment, a	182,062 00
	<hr/>
	\$1,459,811 72
	Cr.
Capital stock,	\$512,096 39
Mortgage bonds,	500,000 00
Coupon notes,	247,000 00
Bills and debts payable,	200,715 33
	<hr/>
	\$1,459,811 72

Description of Road.	
1. Date when opened for public use,— From Framingham to Lowell,	October 1, 1871.
2. Length of main line of road, from Framing- ham to Lowell,	26.12 miles.
Length of main line of road in Massachusetts,	26.12 miles.
10. Total length of road belonging to this company,	26.12 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	4.345 miles.
12. Same in Massachusetts,	4.345 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	30.465 miles.
14. Same in Massachusetts,	30.465 miles.
17. No. of spans of bridges of 25 feet and upwards,	4
19. No. of wooden bridges (agg. length, 405 feet),	16
21. No. of crossings of highways at grade,	37
22. No. of crossings of highways over railroad,	2
24. Number of highway bridges 18 feet above track,	2
26. Number of crossings with gates or flagmen,	2
27. Number of crossings without gates or flagmen,	35
28. No. of railroad cross'gs at grade [Fitchburg R. R. at Concord Junction],	1
40. Miles of telegraph owned by this company,	26.12
41. No. of telegraph offices in company's stations,	4
42. No. of telegraph stations operated by this Co.,	4
43. Number of telegraph stations operated jointly by railroad and telegraph company,	4
Mileage, Traffic, &c. [Included in B., C. & F. Report.]	

a Payable at expiration of lease, without interest.

GEO. A. TORREY,
SOLOMON H. HOWE,
HARRISON BLISS,
LYMAN NICHOLS,
WM. F. ELLIS,
H. A. BLOOD,
JAMES W. CLARK,
DANIEL WETHERBEE,
EDWARD HASTINGS,

Directors of the Framingham & Lowell Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 20, 1875. Then personally appeared Geo. A. Torrey, S. H. Howe, Harrison Bliss, Lyman Nichols, Wm. F. Ellis, H. A. Blood, James W. Clark, Daniel Wetherbee, and severally made oath to the truth of the foregoing statement by them subscribed.

HOSEA HYDE, *Justice of the Peace.*

Name and Residence of Officers.

E. P. Carpenter, *President*, Foxborough; Harrison Bliss, Worcester; H. A. Blood, Fitchburg; Geo. A. Torrey, Boston; Lyman Nichols, Boston; S. H. Howe, Boston; James W. Clark, Framingham; Daniel Wetherbee, Acton; W. F. Ellis, Ashland; Ralph Warner, Boston; P. B. Brigham, Boston; Edward Hastings, Lowell. *Treasurer*, Herbert Ingalls, Boston; *Clerk*, Hosea Hyde, Boston.

Proper Address for the Company.

FRAMINGHAM & LOWELL RAILROAD COMPANY, 17 U. S. HOTEL
BLOCK, BOSTON, MASS.

REPORT

OF THE

GRAFTON CENTRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[A Narrow-gauge Road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$30,000 00	
2. Capital stock authorized by votes of company,	30,000 00	
3. Cap. st'k issued (No. of sh's, 298), am't p'd in,	29,800 00	
4. Cap. st'k p'd in on sh's not iss'd, (No. of sh's, 2),	30 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$29,830 00
6. Cap. stock, total amount actually realized,	29,830 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	9,943 33	
9. Par value of shares, \$100 (the average price at which shares were sold,)		
10. Number of stockholders,	53	
11. Amount of stock held in Massachusetts,	29,830 00	
12. Number of stockholders in Massachusetts,	53	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge b'ds, due May 1, 1885, int'st 7 per ct.,	9,000 00	
14. Total amount of funded debt,		9,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	3,000 00	
17. Other debts—current credit balances, etc.,	263 66	
18. Total debt liabilities,		12,263 66
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		12,194 91
21. Proportion of same per mile of road,	4,064 97	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	}	\$27,616 67
2. Bridging,		
3. Superstructure, including rails,		
4. Land, land damages and fences,		
5. Pass., fr'ght and water stations and wood-sheds,		
6. Engine-houses, car-sheds and turn-tables,		448 88
8. Interest paid during construction, discount, &c.,		361 67
9. Engineering, agencies, salaries, and other expenses during construction,		1,725 47
10. Total expended for construction,		\$38,311 45
11. Av. cost of constr'n per mile of road built by Co.,		12,770 48
12. Same per mile of single track built by company, not including sidings,		12,770 48
13. Proportion of cost of construction for Mass.,		38,311 45

EQUIPMENT.		
14. Locomotives [dummy and car], (number,), .	\$3,725 00	
15. Snow-plows on wheels (number,),	76 76	
17. Freight and other cars (number, 2),	165 00	
18. Machinery and tools,	54 67	
19. Total for equipment,		\$4,021 43
20. Av. cost of equip't per mile of road operated by Co.,	1,340 48	
21. Proportion for Massachusetts,	4,021 43	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, .		42,332 88
33. Proportion for Massachusetts,	42,332 88	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		42,615 63

Expenditures Charged to Property Account during the Year.		
1. Main line, extension or alteration of road,		\$1,417 27
4. Land,		5,111 08
5. Passenger, freight and water stations and wood-sheds, .		445 76
8. New snow-plows,		76 76
12. Machine-shops, machinery and tools,		4 80
16. TOTAL,		7,055 67
17. Property sold and credited property account during the year:		
Dump cars sold,		110 00
18. Net addition to property account for the year,		6,945 67

Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co., .		\$5,218 12
4. Receipts for express,		414 55
5. Receipts for mails,		272 93
6. Total receipts from passenger department,		5,905 60
12. TOTAL EARNINGS,		5,905 60
13. Earnings per mile of road operated,	\$1,968 53	
14. Earnings per mile of road operated,—computed as single track, not including sidings, .	1,968 53	
15. Per train mile,	0.350	
16. Proportion for Massachusetts,	5,905 60	
20. TOTAL INCOME,		5,905 60
21. Percentage of same to capital stock and debt,	14.	
22. Percentage to means applied to constr'n, equipm't, etc.,	13.9	

Expenses of Operating the Road for the Year.		
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).		
1. Repairs of road exclusive of bridges and new rails,		\$903 97
8. TOTAL,		903 97
9. Proportion of same to passenger department,	\$903 97	

CLASS 2.—General Traffic Expenses.		
1. Taxes, state and local,		23 26
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,		310 13
3. Insurance premiums and losses by fire, and damages for fires set by engines,		55 00
4. Repairs of locomotives [dummy],		1,080 71
9 Fuel for locomotives and cars: 64 cords of wood, cost \$53.42; 102.64 tons of coal, cost \$948.82,		1,002 24
12. Oil and waste,		132 08
15. TOTAL,		2,603 42
16. Proportion belonging to passenger department,	\$2,603 42	

CLASS 3.—Passenger Train Expenses.		
4. Salaries, wages and incidentals of passenger department, .		1,749 57
6. TOTAL,		1,749 57

7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3,		\$5,256 96
8. Per mile of the road operated,	\$1,752 32	
9. Per mile of single track operated, not including sidings,	1,752 32	
10. Per train mile,	0.311	
11. Proportion for Massachusetts,	5,256 96	
12. Percentage of expenses to income,	88.88	

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$648 64
3. Net income above operat'g expenses and am't p'd for rent of road,		648 64
4. Percentage of same to capital stock and debt,	1.54	
5. Percentage to total means applied to construction, equipment, etc.,	1.54	
6. Paid for interest,		126 67
9. Balance for the year, or suplus,		521 97
11. TOTAL SURPLUS,		521 97

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,		\$5,905 60
2. (Total receipts per train mile, \$0.348.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,		903 97
4. Expenses, proportion of "General-Traffic Expenses," as per Class 2, No. 16,		2,603 42
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,		1,749 57
6. TOTAL EXPENSES,		5,256 96
7. (Total expenses per train mile, \$0.311)		
8. NET EARNINGS,		648 64
9. (Net earnings per train mile, \$0.037.)		

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$38,311 45
Equipment,	3,966 76
Tools,	54 67
Balance of account,	68 75
Fuel on hand,	214 00
	\$42,615 63
CR.	
Capital stock,	\$29,830 00
Funded debt,	9,000 00
Unfunded debt,	3,000 00
Due on sundry accounts,	263 66
Profit and loss,	521 97
	\$42,615 63

Description of Road.	
1. Date when opened for public use,	August 20, 1874.
2. Length of main line of road,— From Grafton Centre to Boston & Albany R.R.,	3 miles.

Length of main line of road in Massachusetts,	3 miles.	
10. Total length of road belonging to this company,		3 miles.
12. Same in Massachusetts,	3 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,		3 miles.
14. Same in Massachusetts,	3 miles.	
21. No. of crossings of highways at grade,	6	
27. No. of crossings without gates or flagmen,	6	
35. Total miles of road operated by this company,		3 miles.
36. Total miles of road oper'd by this Co. in Mass.,	3 miles.	
37. No. of stat'ns on all roads operated by this Co.,	1	
38. Same in Massachusetts,	1	

Rolling Stock.

	Total number.	Value.	Per mile road op-erated.
1. Locomotives (average weight of engines in working order, tons), [Dummy engine and car.]	1	\$3,725 00	-
5. Snow-plows (average weight, tons),	-	76 76	-
12. Other cars,	2	165 00	-
13. Total value,		\$3,966 76	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	16,902	
3. Speed of accommodation trains, including stops,	10½ miles per hour.	
8. Total train miles run,		16,902
9. No. of through passengers (whole length of road),	35,105	
11. Total number of passengers carried,		35,105
12. Total pass'r mileage, or pass'rs carried one mile,		105,315
17. Highest rate of fare per mile, for any distance,	6¼ cents.	
18. Lowest rate of fare per mile, for any distance (single fare),	5 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	5¼ cents.	
22. Average rate of fare per mile for all passengers,	5½ cents.	
27. Average number of cars in passenger trains, including baggage cars,	1	
31. Number of persons regularly employed by company, including officials,	4	

Classification of Business.

PASSENGERS.

3. Passengers travelling only within this State,	35,105
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JONA. D. WHEELER,
WINTHROP FAULKNER,
A. M. BIGELOW,
GEO. K. NICHOLS,
J. H. WOOD,
SILAS VINTON,
THOS. T. GRIGGS,

Directors of the Grafton Centre Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 3, 1875. Then personally appeared Jonathan D. Wheeler, Winthrop Faulkner, A. M. Bigelow, Geo. K. Nichols, J. H. Wood, Silas Vinton and Thomas T. Griggs, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY F. WING, *Justice of the Peace.*

Name and Residence of Officers.

Jonathan D. Wheeler, *President*; E. P. Capron, *Superintendent*; A. A. Ballou, *Clerk*; Henry F. Wing, *Treasurer*,—all of Grafton. *Directors.*—Jonathan D. Wheeler, Winthrop Faulkner, Abram M. Bigelow, Geo. K. Nichols, J. H. Wood, Geo. F. Slocumb, Franklin Baldwin, S. A. Forbush, Thomas T. Griggs, Silas Vinton.

Proper Address for the Company.

GRAFTON CENTRE RAILROAD COMPANY, GRAFTON, MASS.

REPORT

OF THE

HANOVER BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$160,000 00	
3. Cap. st'k issued (No. of sh's, 1,238), am't p'd in,	123,800 00	
4. Cap. st'k p'd in on sh's not issued, (No. of sh's,),	150 00	
5. Cap. st'k, total am't p'd in, as per books of the Co.,		\$123,950 00
6. Cap. stock, total amount actually realized,	123,950 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	15,493 75	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100).		
10. Number of stockholders,	124	
11. Amount of stock held in Massachusetts,	123,100 00	
12. Number of stockholders in Massachusetts,	122	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge bonds, due on demand, int'st 7 per ct.,	40,000 00	
14. Total amount of funded debt,		40,000 00
17. Other debts,—current credit balances, &c.,	4,080 91	
18. Total debt liabilities,		44,080 91
19. (Amount actually received from the same),	44,080 91	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		38,762 60
21. Proportion of same per mile of road,	4,845 32	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$81,499 34	
3. Superstructure, including rails,	65,220 19	
4. Land, land damages and fences,	19,343 43	
5. Pass., fr'ght and water stations, and wood-sheds,	16,977 06	
6. Engine-houses, car-sheds and turn-tables,	8,786 64	
9. Engineering, agencies, salaries and other expenses during construction,	3,000 00	
10. Total expended for construction,		\$194,826 66
11. Av. cost of constr'n per mile of road built by Co.,	24,353 33	
12. Same per mile of single track built by company, not including sidings,	24,353 33	
13. Proportion of cost of constr'n for Mass.,	194,826 66	
EQUIPMENT.		
14. Locomotives (number, 2),	24,500 00	
16. Passenger, mail and baggage cars (number, 6),	22,145 88	

17. Freight and other cars (number, 18), . . .	\$13,916 81	
19. Total for equipment, . . .		\$60,562 69
20. Av. cost of equip't per mile of road operated by Co., . . .	7,570 33	
21. Proportion for Massachusetts, . . .	60,562 69	
32. WHOLE AM'T OF PERMANENT INVESTMENTS, . . .		255,389 35
33. Proportion for Massachusetts, . . .	255,389 35	
34. TOTAL PROPERTY AND ASSETS OF THE Co., . . .		260,707 66

Expenditures Charged to Property Account during the Year.

1. Main line, extension or alteration of road, . . .	\$672 63
4. Land, . . .	426 81
5. Pass'r and fr't stations, wood-sheds and water-stations, . . .	350 06
6. Engine-houses, car-sheds and turn-tables, . . .	100 29
7. New locomotives, . . .	2,000 00
16. TOTAL, . . .	3,549 79
18. Net addition to property account for the year, . . .	3,549 79

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co., . . .	\$11,296 18
2. Receipts from passengers from and to other roads over roads operated by this company, . . .	22,010 18
4. Receipts for express, . . .	4,674 36
5. Receipts for mails, . . .	150 00
6. Total receipts from passenger department [less paid O. C., \$17,596.88], . . .	20,533 83
7. Receipts from local freight on roads operated by this Co., . . .	3,862 19
8. Receipts from freight from and to other roads over roads operated by this company, . . .	36,210 48
10. Total receipts from fr'ght department [less \$26,193.76, paid O.C.], . . .	13,878 91
12. TOTAL EARNINGS, . . .	34,412 74
13. Earnings per mile of the road operated, . . .	\$4,301 59
14. Earnings per mile of road operated,—computed as single track, not including sidings, . . .	4,301 59
15. Per train mile, . . .	1.649
16. Proportion for Massachusetts, . . .	34,412 74
20. TOTAL INCOME, . . .	34,412 74
21. Percentage to capital stock and debt, . . .	21.15
22. Percentage of same to means applied to construction, equipment, &c., . . .	13.47

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails, . . .	\$2,643 21
2. New iron rails, deducting old rails sold (number of miles, . . . weight per yard, 56 lbs.), . . .	3,845 00
5. Repairs of buildings and fixtures (stations), . . .	406 26
7. Repairs of fences, road crossings and signs, . . .	102 10
8. TOTAL, . . .	6,996 57
9. Proportion of same to passenger department,* . . .	\$4,174 80
10. Proportion of same to freight department,* . . .	2,821 77

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local, . . .	896 61
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, . . .	1,020 41
3. Insurance premiums and losses by fire and damages for fires set by engines, . . .	560 25
4. Repairs of locomotives, . . .	1,276 69
8. Removing ice and snow, . . .	25 00

* Computed on gross receipts from passenger and freight departments.

9. Fuel for locomotives and cars—50 cords of wood, \$200; 350 tons of coal, \$2,800,	\$3,000 00
11. Fuel for stations and shops,	151 21
12. Oil and waste,	214 15
15. TOTAL,	7,144 32
16. Proportion belonging to passenger department, \$4,262 96	
17. Proportion belonging to freight department,	2,881 36

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	625 07
4. Salaries, wages and incidentals of passenger department,	4,020 00
6. TOTAL,	4,645 07

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	371 67
3. Damages and gratuities, freight,	496 72
4. Salaries, wages and incidentals of freight department,	2,966 28
6. TOTAL,	3,834 67
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	22,620 63
8. Per mile of the road operated,	\$2,827 58
9. Per mile of single track operated, not including sidings,	2,827 58
10. Per train mile,	1.08
11. Proportion for Massachusetts,	22,620 63
12. Percentage of expenses to income,	65.

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$11,792 11
3. Net income above operat'g expenses and am't p'd for rent of road,	11,792 11
4. Percentage of same to capital stock and debt,	7.25
5. Percentage to total means applied to construction, equipment, &c.,	4.61
6. Paid for interest,	3,290 92
7. Dividends declared, 6 per cent. for the year, amount,	3,714 00
8. Date of last dividend declared,	January, 1875.
9. Balance for the year, or surplus,	4,787 19
10. Surplus at commencement of the year,	87,889 56
11. TOTAL SURPLUS,	92,676 75

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$20,533 83
2. (Total receipts per train mile, \$0.984.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	4,174 80
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	4,262 96
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	4,645 07
6. TOTAL EXPENSES,	13,082 83
7. (Total expenses per train mile, \$0.627.)	
8. NET EARNINGS,	7,451 00
9. (Net earnings per train mile, \$0.357.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$13,878 91
2. (Total receipts per train mile, \$0.665.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	2,821 77
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	2,881 36

5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	\$3,834 67
6. TOTAL EXPENSES,	9,537 80
7. (Total expenses per train mile, \$0.457.)	
8. NET EARNINGS,	4,341 11
9. (Net earnings per train mile, \$0.208.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.
CR.

Construction,	\$194,826 66
Equipment,	60,562 69
Bills receivable,	925 50
Cash,	4,392 81
	\$260,707 66

DR.

Capital stock,	\$123,950 00
Funded debt,	40,000 00
Bills payable,	4,080 91
Surplus,	92,676 75
	\$260,707 66

Description of Road.		
1. Date when opened for public use,— From N. Abington to Hanover,	July 18, 1868.	
2. Length of main line of road from N. A. to H., .	8 miles.	
Length of main line of road in Massachusetts,	8 miles.	
10. Total length of road belonging to this company,		8 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	1 mile.	
12. Same in Massachusetts,	1 mile.	
13. Aggregate length of tracks belonging to this company, computed as single track,		9 miles.
14. Same in Massachusetts,	9 miles.	
21. No. of crossings of highways at grade,	18	
27. No. of crossings without gates or flagmen, . .	18	
35. Total miles of road operated by this company,		8 miles.
36. Total miles of road oper'd by this Co. in Mass.,	8 miles.	
37. No. of stat'ns on all roads operated by this Co.,	4	
38. Same in Massachusetts,	4	
39. Miles of telegraph on line of road op'd by Co.,	1.75	
41. No. of telegraph offices in company's stations,	1	
43. No. of telegraph stations operated jointly by railroad and telegraph company,	1	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 24 tons),	2	\$22,500 00	.25
Locomotives (maximum weight of engines in working order, 28 tons),			

Rolling Stock—Continued.

	Total number.	Value.	No. per mlie road operated.
2. Tenders (average weight of tenders full of fuel and water, 12 tons), Tenders (maximum weight of tenders full of fuel and water, 15 tons), (Average joint weight of engines and tenders, 36 tons),	2	\$2,000 00	.25
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 38 feet.			
4. Total length of heaviest engine and tender over all, 47 feet.			
5. Snow-plows (average weight, tons),	None	-	-
6. Passenger cars (average weight, 15 tons), Passenger cars (maximum weight, 16 tons),	6	22,145 88	.75
7. Mail and baggage cars (av. weight, 12 tons),			
8. 8-wheel box freight cars (av. weight, 8 tons),	9	7,300 00	1.125
9. 4-wheel box freight cars (av. weight, tons),	None	-	-
10. 8-wheel platform cars (av. weight, 7 tons),	9	6,616 81	1.125
11. 4-wheel platform cars (av. weight, tons),	None	-	-
12. Other cars (coal, gravel, &c.),	None	-	-
13. Total value, . . . . .	.	\$60,562 69	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	18	-	2.25
15. Number of locomotives equipped with train brakes,	None	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	4	-	-
17. Number of passenger cars with Miller platform and buffer,	None	-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	20,861		
3. Speed of accommodation trains, including stops,	16 miles per hour.		
4. Miles run by freight trains,	With passenger.		
8. Total train miles run,		20,861	
9. No. of through pass'rs (whole length of road),	7,451		
10. No. of local passengers (over part of road),	71,620		
11. Total number of passengers carried,		79,071	
12. Total pass'r mileage, or pass'rs carried one mile,		316,284	
13. Passenger mileage to and from other roads,	214,860		
14. Number of tons carried,		16,820	
15. Total freight mileage, or tons carried one mile,		67,280	
16. Freight mileage to and from other roads,	50,460		
17. Highest rate of fare per mile, for any distance,	6 cents.		
18. Lowest rate of fare per mile, for any distance (single fare),	2.5 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.7 cents.		
20. Average rate of fare per mile received from passengers to and from other roads,	2.9 cents.		

21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.26 cents.
22. Average rate of fare per mile for <i>all</i> passengers,	2.3 cents.
23. Highest rate of freight per ton per mile, for any distance,	8 cents.
24. Lowest rate of freight per ton per mile, for any distance,	3.6 cents.
25. Av. rate of fr'ght per ton per mile on roads operated by this Co.,	5.5 cents.
26. Average rate of freight per ton per mile to and from other roads,	4.1 cents.
27. Average number of cars in passenger trains, including baggage cars,	2.5 cents.
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	3
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	69 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	60 tons.
31. Number of persons regularly employed by company, including officials,	20

Classification of Business.	
PASSENGERS.	
3. Passengers travelling only within this State,	79,071
4. Total season-ticket passengers (round trip),	9,260

E. Y. PERRY,
R. J. LANE,
W. REED,
E. Q. SYLVESTER,
Directors of the Hanover Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. October 17, 1875. Personally appeared, E. Y. Perry, R. J. Lane and W. Reed, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

ZENAS JENKINS, *Justice of the Peace.*

Name and Residence of Officers.

E. Y. Perry, *President*, South Hanover; C. T. Phillips, *Secretary*, South Hanover; Albert Culver, *Treasurer*, Rockland. *Directors.*—E. Y. Perry, R. J. Lane, W. Reed, E. Q. Sylvester.

Proper Address for the Company.

HANOVER BRANCH RAILROAD COMPANY, SOUTH HANOVER, MASS.

REPORT
OF THE
HOLYOKE & WESTFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the New Haven & Northampton Company.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$350,000 00	
2. Capital stock authorized by votes of company,	260,000 00	
3. Cap. st'k issued (No. of sh's, 2,600), am't p'd in,	-	-
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,		\$260,000 00
7. Cap. st'k p'd in per mile of road owned by Co.,	25,193 80	
10. Number of stockholders,	15	
11. Amount of stock held in Massachusetts,	240,000 00	
12. Number of stockholders in Massachusetts,	14	
DEBT.		
13. Funded debt as follows:—		
1st mort'ge b'ds, due April 1, 1891, int. 7 per ct.,	200,000 00	
14. Total amount of funded debt,		200,000 00
15. Unfunded debt incurred for construction, equip- ment or purchase of property,	2,764 57	
17. Other debts—current credit balances, &c.,	315 33	
18. <i>Total debt liabilities</i> ,		203,079 90
19. (Amount actually received from the same),	202,764 57	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not repre- sent permanent investments,		200,469 85
21. Proportion of same per mile of road,	19,425 37	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Paid to New Haven & Northampton Co., per contract for building,	\$375,000 00	
4. Land and land damages,	87,268 89	
10. <i>Total expended for construction by this company</i> ,		\$462,268 89
<i>Total expended for const'n by this Co. and lessees</i> ,		641,954 53
11. Av. cost of constr'n per mile of road to Co., <i>a</i>	44,793 49	
12. Same per mile of single track to company, not including sidings, <i>b</i>	44,793 49	
13. Proportion of cost of constr'n for Mass.,	462,268 89	
32. <i>WHOLE AM'T OF PERMANENT INVESTMENTS</i> ,		462,268 89
33. Proportion for Massachusetts,	462,268 89	
34. <i>TOTAL PROPERTY AND ASSETS OF THE CO.</i> ,		464,878 94

a Average cost of construction to company and lessees, per mile of road built, \$55,887.70.
b Same per mile of single track, not including sidings, to company and lessees, \$55,337.70.

Expenditures Charged to Property Account during the Year.		
4. Land damage,		\$30 00
16. TOTAL,		30 00
18. Net addition to property account for the year,		30 00
Revenue for the Year. ^a		
11. Receipts as rents for use of road and equipment,		
12. TOTAL EARNINGS,		\$16,263 64
16. Proportion for Massachusetts,	\$16,263.64	16,263 64
20. TOTAL INCOME,		
21. Percentage of same to capital stock and debt,	3.53	16,263 64
22. Percentage to means applied to constr'n, equipm't, &c.,	3.51	
Expenses for the Year. ^a		
1. Taxes, state and local,		\$315 33
2. General salaries, office expenses, &c.,		54 40
7. TOTAL EXPENSES,		369 33
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$15,893 81
3. Net income above operat'g expenses and am't p'd for rent of road,		15,893 81
4. Percentage of same to capital stock and debt,	3.45	
5. Percentage to total means applied to construction, equipment, &c.,	3.44	
6. Paid for interest,		14,193 71
9. Balance for the year, or surplus,		1,700 10
10. Surplus at commencement of the year,		98 94
11. TOTAL SURPLUS,		1,799 04

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction,		\$462,268 89
New Haven & Northampton Co.,		2,564 36
Cash,		45 69
		\$464,878 94
CR.		
Capital stock,	\$260,000 00	
Bonds,	200,000 00	
Bills payable,	2,764 57	
A. Andrews, collector,	315 33	
Profit and loss,	1,799 04	
		\$464,878 94

Description of Road.		
1. Date when opened for public use :—		
From Holyoke to Westfield,		October, 1871.
2. Length of main line of road,		10.32 miles.
Length of main line of road in Massachusetts,		10.32 miles.
10. Total length of road belonging to this company,		10.32 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	.728 mile.	
12. Same in Massachusetts,	.728 mile.	
13. Aggregate length of tracks belonging to this company computed as single track,	11.078 miles.	
14. Same in Massachusetts,	11.078 miles.	

^a See note on page 157.

21. No. of crossings of highways at grade, .	1
22. No. of crossings of highways over railroad, .	3
23. No. of crossings of highways under railroad, .	9
24. No. of highway bridges 18 feet above track, .	3
27. No. of crossings without gates or flagmen, .	1

[Rolling Stock, Mileage, Traffic, &c., are included
in the report of the N. Haven & Northampton Co.]

J. C. PARSONS, *Pres't*,
WM. WHITING, *V. P't*,
JERRY A. SULLIVAN,
WM. D. HIGGINS,
LEVI PERKINS,

Directors of the Holyoke & Westfield Railroad Co.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. November 6, 1875. Then personally appeared J. C. Parsons, William Whiting, Jerry A. Sullivan, William D. Higgins, and Levi Perkins, and severally made oath to the truth of the foregoing statement by them subscribed.

J. P. BUCKLAND, *Justice of the Peace.*

Name and Residence of Officers.

Joseph C. Parsons, *President*, Holyoke; William Whiting, *Vice-President*, Holyoke; Geo. W. Prentiss, *Treasurer*, Holyoke; Joseph P. Buckland, *Secretary*, Holyoke.

Proper Address for the Company.

HOLYOKE & WESTFIELD RAILROAD COMPANY, HOLYOKE (HAMPDEN COUNTY), MASS.

NOTE.—This railroad, by the terms of an indenture dated December 3, 1870, was leased forever to the New Haven & Northampton Company. By the terms thereof, the lessee guarantees the payment of interest on the bonds (\$200,000) of lessor, being \$14,000 per annum. The gross earnings of the lessors' railroad, computed on a basis stated in said lease, are, when in excess of \$28,000, to be divided equally between lessor and lessee.

REPORT

OF THE

HOPKINTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Providence & Worcester Railroad Company.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$400,000 00	
2. Capital stock authorized by votes of company,	165,100 00	
3. Cap. st'k issued (No. of sh's, 1,431); am't p'd in,	143,100 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 220),	13,100 00	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.,*</i>		\$165,100 00
6. Cap. st'k, <i>total amount actually realized,</i>	165,100 00	
7. Cap. st'k paid in per mile of road owned by Co.,	13,641 05	
9. Par value of shares, \$100.		
10. Number of stockholders,	66	
11. Amount of stock held in Massachusetts,	156,200 00	
12. Number of stockholders in Massachusetts,	66	
DEBT.		
13. Funded debt as follows:—		
1st mort'ge b'ds, due July, 1882, int't 7 per ct.,	115,000 00	
Coupon notes,	10,400 00	
14. Total amount of funded debt,		125,400 00
15. Unfunded debt, incurred for construction, equip- ment or purchase of property,	2,032 21	
17. Other debts—current credit balances, &c.,	4,025 00	
18. <i>Total debt liabilities,</i>		131,457 21
19. (Amount actually received from the same),	125,332 21	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not repre- sent permanent investments,		119,305 75
21. Proportion of same per mile of road,	10,419 72	
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	}	\$177,856 45
2. Bridging,		
3. Superstructure, including rails [for iron],		52,433 92
4. Land, land damages and fences,		37,796 70
8. Interest paid during construction, discount, &c.,		8,266 55
9. Engineering, agencies, salaries, and other ex- penses during construction,		8,472 48
10. <i>Total expended for construction,</i>		\$284,826 10
11. Av. cost of constr'n per mile of road built by Co.,		24,875 64

* Of this amount, \$8,900 stands to the debit of subscribers for stock.

12. Same per mile of single track built by company, not including sidings,	\$24,875 64	
13. Proportion of cost of construction for Mass.,	284,826 10	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		\$284,826 10
33. Proportion for Massachusetts,	284,826 10	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		296,977 56

Expenditures Charged to Property Account during the Year.		
4. Land damage,		\$10,080 00
16. TOTAL,		10,080 00
18. <i>Net addition to property account for the year,</i>		10,080 00
Revenue for the Year.		
11. Receipts as rents for use of road and equipment, when leased,		\$7,500 00
12. TOTAL EARNINGS,		7,500 00
16. Proportion for Massachusetts,		7,500 00
20. TOTAL INCOME,		7,500 00
21. Percentage of same to capital stock and debt,	2.72	
22. Percentage of means applied to constr'n, equipm't, &c.,	2.63	
Expenses for the Year.		
1. Taxes, state and local,		\$12 88
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,		487 75
15. TOTAL,		500 63
11. Proportion for Massachusetts,	\$500 63	
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$6,999 37
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>		6,999 37
4. Percentage of same to capital stock and debt,	2.53	
5. Percentage to total means applied to construction, equipment, &c.,	2.45	
6. Paid for interest,		9,162 20
9. Balance for the year, or deficit,		2,162 83
10. Surplus at commencement of the year,		2,583 18
11. TOTAL SURPLUS,		420 35

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$284,826 10
Due from stockholders,	8,900 00
Due from Providence & Worcester Railroad Company,	3,125 00
Coupon note,	100 00
Cash,	26 46
	<hr/>
	\$296,977 56

CR.	
Capital stock,	\$165,100 00
Bonds,	115,000 00
Coupon notes,	10,400 00
Interest due on bonds,	4,025 00
Notes payable,	2,032 21
Surplus,	420 35
	<hr/>
	\$296,977 56

Description of Road.	
1. Date when opened for public use:— Milford to Ashland,	Dec. 24, 1872.
2. Length of main line of road, from Milford to Ashland,	11.45 miles.
Length of main line of road in Massachusetts,	11.45 miles.
10. Total length of road belonging to this company,	11.45 miles.
11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.14 mile.
12. Same in Massachusetts, . . . . .	.14 mile.
13. Aggregate length of tracks belonging to this company computed as single track,	11.59 miles.
14. Same in Massachusetts,	11.59 miles.
21. No. of crossings of highways at grade,	15
22. No. of crossings of highways over railroad,	1
24. No. of highway bridges 18 feet above track,	1
26. No. of crossings with gates or flagmen,	2
27. No. of crossings without gates or flagmen,	13
[“Rolling Stock,” “Mileage, Traffic, &c.,” in- cluded in Return of the Providence & Worcester R. R. Co.]	

L. H. BOWKER,
E. THOMPSON,
C. W. CLAFLIN,
Directors of the Hopkinton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. HOPKINTON, November 3, 1875. Then personally appeared L. H. Bowker, E. Thompson, and C. W. Claflin, and severally made oath to the truth of the foregoing statement by them subscribed.
JOHN A. WOODBURY, *Justice of the Peace.*

Name and Residence of Officers.

Lovett H. Bowker, *President* ; C. W. Claflin, *Secretary* ; M. V. Phipps, *Treasurer*,—all of Hopkinton. *Directors.*—Erastus Thompson, J. A. Woodbury, E. A. Bates, C. W. Claflin, L. H. Bowker, W. F. Claflin, Wm. A. Phipps, W. B. Claflin,—all of Hopkinton ; Samuel Walker, George Draper, of Milford ; William F. Ellis, C. H. Tilton, Henry Cutter, of Ashland.

Proper Address for the Company.

HOPKINTON RAILROAD COMPANY, HOPKINTON.

REPORT
OF THE
HORN POND BRANCH RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is merely the track of an ice company, used only for the transportation of their ice, and is operated for that purpose by the Boston & Lowell R. R. Co.]

Capital Stock, Debts, &c.			
CAPITAL STOCK.			
1. Capital stock authorized by charter,	\$40,000 00		
2. Capital stock authorized by votes of company,	10,000 00		
3. Cap. st'k issued (No. of sh's, 100) ; am't p'd in,	2,000 00		
5. Cap. st'k, total am't paid in as per books of the Co.,		\$2,000 00	
6. Cap. st'k, total amount actually realized,	2,000 00		
7. Cap. st'k p'd in per mile of road owned by Co.,	3,016 59		
9. Par value of shares, \$100 (the average price at which shares were sold, \$)			
10. Number of stockholders,	3		
11. Amount of stock held in Massachusetts,	2,000 00		
12. Number of stockholders in Massachusetts,	3		
DEBT. [None.]			
Cost of Road, Equipment, and Property.			
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.			
1. Grading and masonry,	\$3,946 05		
2. Bridging,	1,766 96		
4. Land, land damages and fences,	6,438 36		
8. Interest paid during construction, discount, &c.	162 94		
9. Engineering, agencies, salaries and other expenses during construction,	2,924 15		
10. Total expended for construction,		\$15,238 46	
11. Av'ge cost of const'n per mile of road built by Co.,	22,984 10		
12. Same per mile of single track built by company, not including sidings,	20,620 38		
13. Proportion of cost of construction for Mass.,	15,238 46		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		15,238 46	
33. Proportion for Massachusetts,	15,238 46		
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		15,238 46	

Revenue for the Year.

[This road has no revenue, and the expenses of operating are paid by the Boston & Lowell R. R. Co.]

Description of Road.		
1. Date when opened for public use,	1854.	
2. Length of main line of road from Woburn Branch to Horn Pond, . . . . .	.663 mile.	
Length of main line of road in Massachusetts, . . . . .	.663 mile.	
10. Total length of road belonging to this company, . . . . .		.663 mile.
11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.076 mile.	
12. Same in Massachusetts, . . . . .	.076 mile.	
13. Aggregate length of tracks belonging to this company, computed as single track, . . . . .	.739 mile.	
14. Same in Massachusetts, . . . . .	.739 mile.	
19. Number of wooden bridges (aggregate length, 20 feet),	1	
21. No. of crossings of highways at grade,	1	
22. No. of crossings of highways over railroad,	1	
25. No. of highway bridges less than 18 feet above track,	1	
27. No. of crossings without gates or flagmen,	1	

Mileage, Traffic, &c.

[Included in return of Boston & Lowell R. R.]

HORACE O. BRIGHT,
NELSON BARTLETT,
FRANCIS HALL,
CHAS. O. GAGE,

Directors of the Horn Pond Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. November 9, 1875. Then personally appeared H. O. Bright, N. Bartlett, Francis Hall, and C. O. Gage, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. TYLER, *Justice of the Peace for Middlesex Co.*

Name and Residence of Officers.

President, Horace O. Bright, Cambridgeport; *Treasurer*, John J. Bright, Cambridgeport; *Clerk*, William H. Preston, Boston.

Proper Address for the Company.

HORN POND BRANCH RAILROAD COMPANY, No. 76 STATE STREET,
BOSTON, MASS.

LANCASTER RAILROAD COMPANY.

This Company is in bankruptcy, and no return has been received from it. One of the assignees reports verbally that it remains in the same condition as on September 30, 1874, and the assignees have no means of making any further report.

Capital stock paid in is	\$125,000 00
Funded debt, 6 per cent. bonds,	90,000 00
Unfunded debt, not yet accurately ascertained, but estimated (including land damages not paid amounting to \$15,000) at	75,000 00
Cost of construction, about	290,000 00

The road is 8.4 miles long, extending from Hudson to Lancaster, and is nearly completed. Previous to the construction of the road, a contract was made by the company with the Fitchburg Railroad Company and the Worcester & Nashua Railroad Company,* by which those corporations agreed to take a lease of it and operate it; but the contract has not been carried into effect, and the road has never been operated.

* See Returns of 1873, p. 605.

REPORT

OF THE

LEE & HUDSON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is only partially constructed.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$500,000 00
2. Capital stock authorized by votes of company,	275,000 00
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's,),	235,391 33
5. Cap. st'k, total am't p'd in as per books of the Co.,	\$235,391 33
6. Cap. stock, total amount actually realized,	212,067 69
9. Par value of shares, \$100.	
10. Number of stockholders,	34
11. Amount of stock held in Massachusetts,	212,391 33
12. Number of stockholders in Massachusetts,	30
DEBT.	
13. Funded debt, as follows:—	
Mort'ge bonds, due July 1, 1876, int'st, 7 per ct.,	11,000 00
Mort'ge bonds, due on demand, int'st, 7 per ct.,	1,633 50
14. Total amount of funded debt,	12,633 50
18. Total debt liabilities,	12,633 50
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	12,477 32
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	} \$212,067 69
2. Bridging,	
3. Superstructure, including rails, . . . \$3,327 44 Lumber, 400 00	
4. Land, land damages and fences,	3,727 44
8. Interest paid during construction [allowed for original survey on assessments],	18,632 93
9. Engineering, agencies, salaries, and other expenses during construction,	825 29
10. Total expended for construction,	12,585 30
32. WHOLE AM'T OF PERMANENT INVESTMENTS,	\$247,838 65
33. Proportion for Massachusetts,	247,838 65
34. TOTAL PROPERTY AND ASSETS OF THE CO.,	248,024 83
Expenditures Charged to Property Account during the Year.	
1. Main line, extension or alteration of road,	\$56,741 73
15. Any other expenditures charged to property account,	1,744 24
16. TOTAL,	58,485 97
18. Net addition to property account for the year,	58,485 97

General Balance Sheet at Closing of Accounts, September 30, 1875.

Dr.	
To amount paid Kelly & Adams, contractors, cash,	\$156,667 69
“ “ “ 21 per cent. stock,	44,400 00
1st mortgage bills, payable Kelly & Adams, contractors,	11,000 00
2d mortgage bills, payable sundry individuals,	1,633 50
amount paid for iron,	3,327 44
amount paid for lumber,	400 00
cash,	186 18
account construction incidentals,	1,390 85
amount allowed original survey from assessments,	825 29
cash paid land damage,	\$19,132 93
Recovered sale of house,	500 00
	<hr/>
	18,632 93
cash paid engineers and assistants,	9,560 95
	<hr/>
	\$248,024 83
Cr.	
By paid Kelly & Adams, contractors,	\$190,991 33
stock certificate, 21 per cent. construction acc't,	44,400 00
bills payable, 1st mortgage note,	11,000 00
bills payable, 2d mortgage note,	1,633 50
	<hr/>
	\$248,024 83

S. S. ROGERS,
H. J. DUNHAM,
PRENTISS C. BAIRD,
C. C. BENTON,
D. W. S. SMITH,
Directors of the Lee & Hudson Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. December 4, 1875. Then personally appeared S. S. Rogers, H. J. Dunham, Prentiss C. Baird, C. C. Benton, and D. W. S. Smith, and severally made oath to the truth of the foregoing statement by them subscribed.

THOMAS M. JUDD, *Justice of the Peace.*

Name and Residence of Officers.

S. S. Rogers, Lee, *President*; P. C. Baird, Lee, *Treasurer*; H. J. Dunham, Stockbridge, *Clerk*. *Directors.*—S. S. Rogers, P. C. Baird, C. C. Benton, Wellington Smith, Dewitt S. Smith, Lee; H. W. T. Mali, J. B. Hull, H. J. Dunham, Stockbridge; C. W. Kniffin, West Stockbridge.

Proper Address for the Company.

LEE & HUDSON RAILROAD COMPANY, LEE, MASS.

REPORT

OF THE

LEE & NEW HAVEN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is only partially constructed, and there is no change in its condition from that reported last year.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$500,000 00	
2. Capital stock authorized by votes of company,	375,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$86,923 72
DEBT.		
15. Unfunded debt incurred for construction, equipment or purchase of property,	24,572 33	
18. Total debt liabilities,		24,572 33
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		24,572 33
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$96,361 02	
4. Land, land damages and fences,	12,000 00	
9. Engineering, agencies, salaries, and other expenses during construction,	3,135 03	
10. Total expended for construction,		\$111,496 05
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		111,496 05
33. Proportion for Massachusetts,	111,496 05	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		111,496 05

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Cash paid contractor,	\$59,798 55
“ “ dividend on stock,	24,090 25
“ for original survey,	700 00
“ engineering,	2,060 00
“ incidentals,	275 03
“ lawyers' fees,	100 00
Construction, due contractor,	12,472 22
“ land damage,	12,000 00
	\$111,496 05

	CR.	
Paid in on stock,		\$86,923 72
Bills payable,		100 00
Due for land damage,		12,000 00
“ contractor,		12,472 22
“ treasurer,		11
		<hr/> \$111,496 05

PRENTISS C. BAIRD,
ORLOW NORTHWAY,
ALBERT HULL,
TIMOTHY PERSONS,
DARWIN J. BALDWIN,
NELSON B. TWINING,
EDWARD L. DAY,
CHARLES J. CARTER,
WILLIAM TINKER,
C. C. HOLCOMBE,
Directors of the Lee & New Haven Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.
HAMPDEN, ss. SANDISFIELD, November 26, 1875. Then personally appeared Orlow Northway, Albert Hull, Timothy Persons, Darwin J. Baldwin, Nelson B. Twining, and severally made oath to the truth of the foregoing statement by them subscribed.
PHILANDER F. TWINING, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.
OTIS, November 27, 1875. Then personally appeared Edward L. Day, Charles J. Carter, and William Tinker, and made oath to the truth of the foregoing statement by them subscribed.
SAMUEL H. NORTON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.
BERKSHIRE, ss. LEE, November 18, 1875. Then personally appeared P. C. Baird and C. C. Holcombe, and severally made oath to the truth of the foregoing statement by them subscribed.
THOMAS M. JUDD, *Justice of the Peace.*

Name and Residence of Officers.
Orlow Northway, *President*, Sandisfield ; P. C. Baird, *Treasurer*, Lee ; T. M. Judd, *Clerk*, Lee.

Proper Address for the Company.
LEE & NEW HAVEN RAILROAD CO., LEE, MASS.

REPORT

OF THE

LOWELL & ANDOVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is leased to and operated by the Boston & Maine Railroad.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	Unlimited.	
2. Capital stock authorized by votes of company,	\$500,000 00	
3. Cap. st'k issued (No. of sh's, 5,000), am't paid in,	500,000 00	\$500,000 00
5. Cap. stock, <i>total am't p'd in as per books of the Co.</i> ,		
6. Cap. st'k, <i>total amount actually realized</i> ,	500,000 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	49,504 95	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	192	
11. Amount of stock held in Massachusetts,	460,800 00	
12. Number of stockholders in Massachusetts,	176	
DEBT.		
13. Funded debt, as follows:—		
Bonds due July 1, 1894, int'st, 6 per cent.,	\$215,000 00	
14. Total amount of funded debt,		\$215,000 00
15. Unfunded debt, incurred for constr'n, equipm't or purchase of property, ^a	—	—
18. <i>Total debt liabilities</i> ,		
19. (Amount actually received for the same,)		^b 215,000 00
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	215,000 00	
21. Proportion of same per mile of road,		^b 181,564 68
	17,976 70	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,		
2. Bridging,	\$246,757 62	
3. Superstructure, including rails,	37,248 93	
4. Land, land damages and fences,	126,306 87	
5. Pass., fr't and water stations, and wood-sheds,	180,526 20	
6. Engine-houses, car-sheds and turn-tables,	38,184 02	
8. Interest paid during construction, discount, &c.,	13,829 62	
9. Engineering, agencies, salaries and other expenses during construction,	2,700 70	
	35,979 36	
10. <i>Total expended for construction</i> ,		\$681,533 32

^a There are certain claims outstanding against the company for land damages, the amount of which is not yet ascertained.

^b So far as ascertained.

11. Av. cost of const'n per mile of road built by Co.,	\$67,478 55	
12. Same per mile of single track built by company, not including sidings,	67,478 55	
13. Proportion of cost of const'n for Mass.,	681,533 32	
EQUIPMENT. [None.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		\$681,533 32
33. Proportion for Massachusetts,	681,533 32	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		714,968 64

Expenditures Charged to Property Account during the Year.		
1. Main line, completion of road,		\$174,148 42
4. Land [land damages and fences],		73,620 16
5. Pass. and fr't stations, wood-sheds and water-stations,		33,254 90
6. Engine-houses, car-sheds and turn-tables,		13,829 62
16. TOTAL,		294,853 10
18. Net addition to property account for the year,		294,853 10

Revenue for the Year.		
11. Receipts as rents for use of road and equipment, when leased,		Nothing. <i>a</i>

Net Income, Dividends, &c.		
6. Paid for interest [balance on profit and loss account],		\$31 36
9. Balance for the year, or deficit,		31 36
11. TOTAL DEFICIT,		31 36

a The road is operated by Boston & Maine Railroad. No rent yet received.

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction,		\$402,490 37
Extra construction,		25,238 72
Land and buildings,		168,803 83
Engineering,		17,055 34
Sundries,		18,945 82
Buildings,		46,298 54
Interest during construction,		2,700 70
Cash on hand,		33,435 32
Profit and loss (deficit),		31 36
		\$715,000 00
CR.		
Capital stock,	\$500,000 00	
Bonds due in 1894,	215,000 00	
		\$715,000 00

Description of Road.		
1. Date when opened for public use,		December 1, 1874.
2. Length of main line of road, from Lowell to Andover,		8.73 miles.
Length of main line of road in Massachusetts,		8.73 miles.

5. Branches owned by company,— To Framingham & Lowell R. R., single track, length,	1.15 miles.	
To Boston & Lowell R. R., single track, length, . . . . .	.22 mile.	
6. Total length of branches owned by company,		1.37 miles.
7. Total length of branches owned by Co. in Mass.,		1.37 miles.
10. Total length of road belonging to this company,		10.10 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2.05 miles.	
12. Same in Massachusetts,	2.05 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,	12.15 miles.	
14. Same in Massachusetts,	12.15 miles.	
17. Number of spans of bridges of 25 feet and up- wards [six railroad, two highway],	8	
19. Number of wooden bridges (ag. length, 1,677 ft.),	11	
21. Number of crossings of highways at grade,	11	
22. No. of crossings of highways over railroad,	2	
24. Number of highway bridges 18 feet above track,	2	
26. No. of crossings with gates or flagmen,	5	
27. No. of crossings without gates or flagmen,	6	
29. Number of railroad crossings over other rail- roads [over Boston & Lowell and Lowell & Lawrence],	2	

Mileage, Traffic, &c.

[Included in report of the Boston & Maine Railroad.]

FREDERICK AYER,
GEORGE RIPLEY,
JACOB ROGERS,
J. C. AYER,
G. V. FOX,
STARK TOTMAN,
HORACE J. ADAMS,
JACOB NICHOLS,
JOSIAH GATES,
Directors of the Lowell & Andover Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. October 14, 1875. Then personally appeared Frederick Ayer, George Ripley, Jacob Rogers, J. C. Ayer, G. V. Fox, Stark Totman, Horace J. Adams, Jacob Nichols and Josiah Gates, and severally made oath to the truth of the foregoing statement by them subscribed.

A. P. BONNEY, *Justice of the Peace.*

Name and Residence of Officers.

Frederick Ayer, *President*, Lowell; Benj. Walker, *Treasurer*, Lowell; D. B. Bartlett, *Clerk*, Lowell. *Directors.*—Frederick Ayer, Lowell; James C. Ayer, Lowell; George Ripley, Andover; Gustavus V. Fox, Boston; Josiah Gates, Lowell; Jacob Rogers, Lowell; Jacob Nichols, Lowell; E. M. Sargent, Lowell; Horace J. Adams, Lowell; Stark Totman, Lowell.

Proper Address for the Company.

LOWELL & ANDOVER RAILROAD COMPANY, LOWELL, MASS.

REPORT

OF THE

LOWELL & LAWRENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Operated by the Boston & Lowell R. R. Corporation under a contract.*]

Capital Stock, Debts, &c.			
CAPITAL STOCK.			
1. Capital stock authorized by charter,	\$300,000	00	
2. Capital stock authorized by votes of company,	200,000	00	
3. Cap. st'k issued (No. of sh's, 2,000), am't p'd in,	200,000	00	
5. Cap. st'k, total am't p'd in as per books of the Co.,			\$200,000 00
6. Cap. stock, total amount actually realized,	200,000	00	
7. Cap. st'k p'd in per mile of road owned by Co.,	16,194	33	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100).			
10. Number of stockholders,	46		
11. Amount of stock held in Massachusetts,	170,000	00	
12. Number of stockholders in Massachusetts,	36		
DEBT.			
13. Funded debt, as follows:—			
1st mort'ge b'ds, due 1878, int'st, 6 per cent.,	44,700	00	
14. Total amount of funded debt,			44,700 00
17. Other debts—current credit balances, &c.,	9,665	21	
18. Total debt liabilities,			54,365 21
19. (Amount actually received for the same),	54,365	21	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,			43,907 34
21. Proportion of same per mile of road,	3,555	25	
Cost of Road, Equipment, and Property.			
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.			
1. Grading and masonry,	\$77,516	32	
2. Bridging,	5,304	61	
3. Superstructure, including rails,	161,416	37	
4. Land, land damages and fences,	45,378	81	
5. Pass., fr'ght and water stations, and wood-sheds,	15,108	17	
6. Engine-houses, car-sheds and turn-tables,			
7. Machine shops,			
8. Interest paid during construction, discount, &c.,	19,748	05	
9. Engineering, agencies, salaries and other expenses during construction,	8,410	49	
10. Total expended for construction,			\$332,882 84
11. Av. cost of constr'n per mile of road built by Co.,	26,954	07	
12. Same per mile of single track built by company, not including sidings,	26,954	07	
13. Proportion of cost of constr'n for Mass.,	332,882	84	

* See Returns of 1858.

EQUIPMENT.		
14. Locomotives (number, 2),	\$15,153 25	
16. Passenger, mail and baggage cars (number, 4),	7,000 60	
17. Freight and other cars (number, 26),	8,121 43	
19. Total for equipment,		\$30,275 28
21. Proportion for Massachusetts,	30,275 28	
31. Property in Massachusetts (including proportion of equipment),	363,158 12	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		363,158 12
33. Proportion for Massachusetts,	363,158 12	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		373,615 99

Revenue for the Year.		
11. Rec'pts as rents for use of road and equipm't, when leased,	\$21,780 00	
12. TOTAL RENT,	21,780 00	
16. Proportion for Massachusetts,	\$21,780 00	
18. Income from rent of property other than road and equipm't,	6 00	
20. TOTAL INCOME,	21,786 00	
21. Percentage to capital stock and debt,	8.93	
22. Percentage to means applied to constr'n, equipm't, &c., 5.99		

Expenses for the Year.		
1. Taxes, state,	\$2,215 21	
2. General salaries, office expenses and miscellaneous,	105 48	
7. TOTAL EXPENSES,	2,320 69	
11. Proportion for Massachusetts,	\$2,320 69	

Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE EXPENSES,	\$19,465 31	
4. Percentage of same to capital stock and debt,	7.98	
5. Percentage to total means applied to construction, equipment, &c.,	5.35	
6. Paid for interest,	2,832 00	
7. Dividends declared, 6 per cent. for the year, amount,	12,000 00	
8. Date of last dividend declared,	Oct. 1, 1875.	
9. Balance for the year, or surplus,	4,633 31	
10. Surplus at commencement of the year,	114,617 47	
11. TOTAL SURPLUS,	119,250 78	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Railroad,	\$363,158 12	
Cash,	10,457 87	

\$373,615 99

CR.		
Capital stock,	\$200,000 00	
Bonds due 1878,	44,700 00	
Unpaid dividends,	6,109 00	
interest warrants,	1,341 00	
State tax,	2,215 21	
Profit and loss account (from this sum has been paid \$118,458.12 for the purchase of the bonds of the company, and for the payment of other debts of the company),	119,250 78	
		<hr/> \$373,615 99

Description of Road.		
1. Date when opened for public use,	1848	
2. Length of main line of road from Lowell to Lawrence,	12.35 miles.	
Length of main line of road in Massachusetts,	12.35 miles.	
10. Total length of road belonging to this company,		12.35 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2.34 miles.	
12. Same in Massachusetts,	2.34 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,	14.69 miles.	
14. Same in Massachusetts,	14.69 miles.	
19. No. of wooden bridges (agg. length, feet,),	3	
21. No. of crossings of highways at grade,	12	
22. No. of crossings of highways over railroad,	9	
23. No. of crossings of highways under railroad,	2	
25. No. of highway bridges less than 18 feet above track,,	9	
26. No. of crossings with gates or flagmen,	1	
27. No. of crossings without gates or flagmen,	11	
28. No. of railroad cross'gs at grade [enters upon the Boston & Lowell and Boston & Maine],	2	
30. No. of railroad crossings under other railroads [Lowell & Andover],	1	
[Rolling Stock, Mileage, Traffic, &c., included in report of the Boston & Lowell R. R. Corporation.]		

F. B. CROWNINSHIELD,
H. HOSFORD,
WILLIAM A. BURKE,
Directors of the Boston & Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 9, 1875. Then personally appeared F. B. Crowninshield, H. Hosford, and William A. Burke, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

Name and Residence of Officers.

William E. Livingston, *President.* *Directors.*—Isaac Farrington, Otis Allen, Hocum Hosford, Henry C. Howe, John F. Kimball, Edward Tuck, all of Lowell.

Proper Address for the Company.

F. H. NOURSE, *Clerk and Treasurer,* BOSTON, MASS.

REPORT

OF THE

MANSFIELD & FRAMINGHAM RAILROAD COMPANY,

FOR EIGHT MONTHS ENDING JUNE 1, 1875.

[This road was leased to and operated by the Boston, Clinton & Fitchburg Railroad Company till June 1, 1875, when the two companies were consolidated under the provisions of a special Act of the legislature, approved March 17, 1870, and the Mansfield & Framingham Railroad Co. ceased to exist as a separate corporation after that date. The following return is for eight months from October 1, 1874.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$600,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Cap. st'k issued (No. of sh's, 3,000), am't p'd in,	300,000 00
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's,),	280 00
5. Cap. st'k, total am't p'd in as per books of the Co.,	\$300,280 00
7. Cap. st'k p'd in per mile of road owned by Co.,	14,131 00
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	175
11. Amount of stock held in Massachusetts,	291,700 00
12. Number of stockholders in Massachusetts,	166
DEBT.	
13. Funded debt as follows:—	
1st mort'ge b'ds, due July 1, 1889, int'st, 7 p. c.,	300,000 00
Coupon notes, due Feb. 1, 1881, " 8 p. c.,	120,000 00
" due Nov. 1, 1881, " 8 p. c.,	50,000 00
" due Feb. 1, 1885, " 8 p. c.,	100,000 00
14. Total amount of funded debt,	570,000 00
15. Unfunded debt incurred for construction, equipment or purchase of property,	45,000 00
18. Total debt liabilities,	615,000 00
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	566,761 45
21. Proportion of same per mile of road,	26,671 12
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$255,245 39
2. Bridging,	6,398 94
3. Superstructure, including rails,	325,803 65
4. Land, land damages and fences,	107,279 90
5. Pass., fr'ght and water stations and wood-sheds,	39,716 73
7. Bond discount,	86,473 32
8. Interest paid during construction, discount, &c.	10,885 91
9. Engineering, agencies, salaries and other expenses during construction,	41,439 83
10. Total expended for construction,	873,243 67
11. Av. cost of constr'n per mile of road built by Co.,	41,093 82

176 MANSFIELD & FRAMINGHAM RAILROAD. [Jan.

12. Same per mile of single track built by company, not including sidings,	\$41,093 82	
13. Proportion of cost of constr'n for Mass.,	873,243 67	
27. Investment in telegraph line,	2,400 00	
29. Other property purchased,—		
Office furniture,	127 50	
Tank at Mansfield,	3,555 98	
30. Total,	6,083 48	
31. Property in Massachusetts (including proportion of equipment),	6,083 48	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		\$879,327 15
33. Proportion for Massachusetts,	879,327 15	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		927,565 70
35. Amount of sinking and contingent funds, and their purpose,	21,240 23	

Expenditures Charged to Property Account during the Year.		
4. Land,		\$46 85
15. Other expenditures charged to property account,—		
Turnouts and siding,		18,305 50
Bond discount,		10,000 00
16. TOTAL,		28,352 35
18. Net addition to property account for the year,		28,352 35

Revenue for the Year.		
11. Receipts as rents for use of road and equipment, when leased [8 months],		\$29,079 29
20. TOTAL INCOME,		29,079 29
21. Percentage of same to capital stock and debt,	3.35	
22. Percentage to means applied to constr'n, equipm't, &c.,	3.31	

Expenses for the Year.		
1. Taxes, state and local,		\$1,011 57
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,		3,410 45
7. TOTAL EXPENSES,		4,422 02
11. Proportion for Massachusetts,	\$4,422 02	

Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$24,657 27
4. Percentage of same to capital stock and debt,	2.84	
5. Percentage to total means applied to construction, equipment, &c.,	2.80	
6. Paid for interest,		20,846 61
9. Balance for the year, or surplus,		3,810 66
10. Surplus at commencement of the year,		8,475 04
11. TOTAL SURPLUS,		12,285 70
12. Paid to sinking funds in hands of trustees,	11,240 23	

General Balance Sheet at Closing of Accounts, June 1, 1875.

DR.		
Construction,		\$873,243 67
Telegraph line,		2,400 00
Mansfield water tank,		3,555 98
Office furniture,		127 50
Due from connecting roads,		26,382 67
Cash,		615 65
Sinking fund,		21,240 23
		<hr/>
		\$927,565 70

	CR.	
Capital stock,		\$300,280 00
Mortgage bonds,		300,000 00
Coupon notes,		270,000 00
Bills payable,		45,000 00
Profit and loss,		12,285 70
		<hr/> \$927,565 70

Description of Road.	
1. Date when opened for public use,	February, 1870.
2. Length of main line of road from Mansfield to Framingham,	21.25 miles.
Length of main line of road in Massachusetts,	21.25 miles.
10. Total length of road belonging to this company,	21.25 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	5.8 miles.
12. Same in Massachusetts,	5.8 miles.
13. Aggregate length of tracks belonging to this company computed as single track,	27.05 miles.
14. Same in Massachusetts,	27.05 miles.
17. Number of spans of bridges of 25 feet and upwards,	1
19. Number of wooden bridges (ag. length, 85 ft.),	1
21. No. of crossings of highways at grade,	28
22. No. of crossings of highways over railroad,	1
23. No. of crossings of highways under railroad,	1
24. Number of highway bridges 18 feet above track,	1
26. No. of crossings with gates or flagmen,	6
27. No. of crossings without gates or flagmen,	22
28. Number of railroad crossings at grade,	4
[B. & A.; B., H. & E.; B., H. & E.; B. & P.]	
[Rolling Stock, Mileage, Traffic, &c., included in return of the Boston, Clinton & Fitchb'g R. R. Co.]	

JOHN H. LOCKEY,
HARRISON BLISS,
WM. D.-PECK,
LYMAN NICHOLS,
H. N. BIGELOW,
SOLOMON H. HOWE,
GEO. A. TORREY,
H. A. BLOOD,
AND'W G. PIERCE,
JONATHAN HOLBROOK,
OTIS CARY,
Directors of the Mansfield & Framingham Railroad Co.
(Now consolidated with the Boston, Clinton & Fitchburg R. R. Co.)

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 17, 1875. Then personally appeared John H. Lockey, Harrison Bliss, Wm. D. Peck, Lyman Nichols, H. N. Bigelow, Solomon H. Howe, Geo. A. Torrey, H. A. Blood, Andrew G. Pierce, Jonathan Holbrook and Otis Cary, and severally made oath to the truth of the foregoing statement by them subscribed.

HOSEA HYDE, *Justice of the Peace.*

178 MANSFIELD & FRAMINGHAM RAILROAD. [Jan.

Name and Residence of Officers.

E. P. Carpenter, *President*, Foxborough; *Treasurer and Clerk*, Hosea Hyde, Newton. *Directors*.—H. A. Blood, Fitchburg; J. Henry Elliot, Keene; Geo. A. Torrey, Boston; Lyman Nichols, Boston; A. A. Folsom, Boston; Otis Cary, Foxborough; Jonathan Holbrook, Sherborn; Henry N. Bigelow, Clinton; A. G. Pierce, New Bedford.

Proper Address for the Company.

MANSFIELD & FRAMINGHAM RAILROAD COMPANY, 17 U. S. HOTEL
BLOCK, BOSTON, MASS.

REPORT

OF THE

MARTHA'S VINEYARD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[A narrow-guage road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$40,000 00	
2. Capital stock authorized by votes of company,	40,000 00	
3. Cap. st'k issued (No. of sh's, 400), am't paid in,	40,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$40,000 00
6. Cap. st'k, total amount actually realized,	40,000 00	
7. Cap. st'k p'd in, per mile of road owned by Co.,	4,801 92	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	21	
11. Amount of stock held in Massachusetts,	40,000 00	
12. Number of stockholders in Massachusetts,	21	
DEBT.		
13. Funded debt, as follows:—		
1st mortgage bonds,	36,000 00	
14. Total amount of funded debt,		36,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	12,176 33	
18. Total debt liabilities,		48,176 33
19. (Amount actually received from the same),	48,176 33	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		47,545 15
21. Proportion of same per mile of road,.	5,707 70	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	}	\$69,276 56
2. Bridging,		
3. Superstructure, including rails,		
4. Land, land damages and fences,		
5. Pass., fr'ght and water stations and wood-sheds,		
6. Engine-houses, car-sheds and turn-tables,		3,374 70
8. Interest paid during construction, discount, &c.		1,981 58
9. Engineering, agencies, salaries, and other expenses during construction,		764 20
		1 60
10. Total expended for construction,		2,205 28
11. Av. cost of constr'n per mile of road built by Co.,		\$77,603 92
12. Same per mile of single track built by company, not including sidings,		9,316 20
13. Proportion of cost of construction for Mass.,		9,316 20
		77,603 92

EQUIPMENT.		
14. Locomotives (number, 1),	\$6,498 81	
16. Passenger, mail and baggage cars (number, 3),	5,108 80	
19. Total for equipment,		\$11,607 61
20. Av. cost of equip't per mile of road operated by Co.,	1,393 47	
21. Proportion for Massachusetts,	11,607 61	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
28. Lands in Massachusetts (used for the business of road),	1,425 00	
29. Other property purchased [furniture],	120 56	
30. Total,		1,545 56
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		90,757 09
33. Proportion for Massachusetts,	90,757 09	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		91,388 27

Expenditures Charged to Property Account during the Year.	
1. Main line, extension or alteration of road,	\$4,205 95
4. Land,	4,799 70
5. Pass'r and fr't stations, wood-sheds and water-stations,	1,981 58
6. Engine-houses, car-sheds and turn-tables,	764 20
7. Locomotives,	496 12
9. Passenger cars,	128 69
15. Other expenditures charged to property acc't [furniture],	120 56
16. TOTAL,	12,496 80
18. Net addition to property account for the year,	12,496 80

Revenue for the Year.	
1. Receipts from local passengers on roads operated by Co.,	\$13,146 87
4. Receipts for express,	23 67
6. Total receipts from passenger department,	13,170 54
12. TOTAL EARNINGS,	13,170 54
13. Earnings per mile of road operated,	\$1,581 10
14. Earnings per mile of road operated—computed as single track, not including sidings,	1,581 10
15. Per train mile,	1.050
16. Proportion for Massachusetts,	13,170 54
20. TOTAL INCOME,	13,170 54
21. Percentage of same to capital stock and debt,	15.04
22. Percentage to means applied to constr'n, equipm't, &c., 14.51	

Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road exclusive of bridges and new rails,	\$1,693 59
5. Repairs of buildings and fixtures (stations),	13 20
6. Repairs of, and additions to, machine-shops and machinery,	26 20
8. TOTAL,	1,733 59
9. Proportion of same to passenger department,	\$1,733 59

CLASS 2.—General Traffic Expenses.	
1. Taxes, state and local,	6 44
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	1,559 30
3. Insurance premiums and losses by fire, and damages for fires set by engines,	237 55
4. Repairs of locomotives,	478 63
9. Fuel for locomotives and cars, tons of coal, cost.	798 78
12. Oil and waste,	241 42

13. Switchmen, watchmen, flag and signal men,	\$278 25
15. TOTAL,	3,600 37
16. Proportion belonging to passenger department, \$3,600 37	
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	206 82
4. Salaries, wages and incidentals of passenger department, .	2,627 14
6. TOTAL,	2,833 96
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3,	8,167 92
8. Per mile of the road operated,	\$980 54
9. Per mile of single track operated, not including sidings,	980 54
10. Per train mile, . . . . .	.651
11. Proportion for Massachusetts,	8,167 92
12. Percentage of expenses to income,	62.02
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$5,002 62
3. Net income above oper'g expenses and am't p'd for rent of road, .	5,002 62
4. Percentage of same to capital stock and debt,	5.71
5. Percentage to total means applied to construction, equipment, etc.,	5.51
6. Paid for interest,	2,290 68
9. Balance for the year, or surplus,	2,711 94
10. Surplus at commencement of the year,	\$2,790 71
Expense charged,	2,290 71
	500 00
11. TOTAL SURPLUS,	3,211 94
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$13,170 54
2. (Total receipts per train mile, \$1.050.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	1,733 59
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	3,600 37
5. Expenses, proportion of "Passenger Train Expenses," as per Class 3, No. 6,	2,833 96
6. TOTAL EXPENSES,	8,167 92
7. (Total expenses per train mile, \$0.651.)	
8. NET EARNINGS,	5,002 62
9. (Net earnings per train mile, \$0.399.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.	
DR.	
Construction,	\$77,603 92
Rolling stock,	11,607 61
Real estate,	1,425 00
Furniture,	120 56
Joel H. Hills,	474 55
Jerome Wheelock,	146 80
Cash,	9 83
	\$91,388 27
CR.	
Capital stock,	\$40,000 00
Mortgage bonds,	36,000 00
Amount carried forward,	\$76,000 00

Amount brought forward,	\$76,000 00
Bills payable,	10,619 60
Katama Land Co.,	1,469 75
John H. Mullen,	55 75
Henry Ripley,	31 23
Profit and loss,	3,211 94
	<hr/> \$91,388 27

Description of Road.	
1. Date when opened for public use,	August 24, 1874.
2. Length of main line of road from Oak Bluffs to Katama,	8.33 miles.
Length of main line of road in Massachusetts,	8.33 miles.
10. Total length of road belonging to this company,	8.33 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	.50 mile.
12. Same in Massachusetts,	.50 mile.
13. Aggregate length of tracks belonging to this company, computed as single track,	8.83 miles.
14. Same in Massachusetts,	8.83 miles.
19. Number of wooden bridges (aggregate length, 553 feet),	1
21. No. of crossings of highways at grade,	4
27. Number of crossings without gates or flagmen,	4
35. Total miles of road operated by this company,	8.33 miles.
36. Total miles of road oper'd by this Co. in Mass.,	8.33 miles.
37. No. of stat'ns on all roads operated by this Co.,	3
38. Same in Massachusetts,	3

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order),	1	\$6,498 81	.120
2. Tenders (average weight of tenders full of fuel and water), (Average joint weight of engines and tenders, 10 tons),	1	-	-
6. Passenger cars (average weight, 5.2 tons), Passenger cars (maximum weight, 7 tons),	3	5,108 80	3.60
13. Total value,		\$11,607 61	

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	12,540
3. Speed of accommodation trains, including stops,	20 miles per hour.
8. Total train miles run,	12,540
9. No. of through pass'rs (whole length of road),	19,241
10. No. of local passengers (over part of road),	9,670
11. Total number of passengers carried,	28,911
12. Total pass'r mileage, or pass'rs carried one mile,	201,575
17. Highest rate of fare per mile, for any distance,	6 cents.

18. Lowest rate of fare per mile, for any distance (single fare),	4.5 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	5.25 cents.
22. Average rate of fare per mile for <i>all</i> passengers,	5.25 cents.
27. Average number of cars in passenger trains, including baggage cars,	2.5
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	20 tons.
31. Number of persons regularly employed by company, including officials,	11

Classification of Business.

PASSENGERS.

3. Passengers travelling only within this State, 28,911

S. L. NORTON,
SAMUEL OSBORN, JR.,
NATH'L M. JERNEGAN,
WM. P. CHADWICK,

Directors of the Martha's Vineyard Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

DUKES COUNTY, ss. November 15, 1875. Then personally appeared Shubael L. Norton, William P. Chadwick, Samuel Osborn, Jr., and Nathaniel M. Jerne-gan, and severally made oath to the truth of the foregoing statement by them subscribed.

J. T. PEASE, *Justice of the Peace.*

Name and Residence of Officers.

Directors.—S. L. Norton, N. M. Jerne-gan, Samuel Osborn, Jr., W. P. Chad-wick, Jared Norton, J. K. Baker, South Dennis; Joseph T. Pease, *Treasurer*, Edgartown.

Proper Address for the Company.

MARTHA'S VINEYARD RAILROAD COMPANY, EDGARTOWN, MASS.

REPORT

OF THE

MASSACHUSETTS CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$6,000,000 00
2. Capital stock authorized by votes of company,	3,000,000 00
3. Cap. st'k issued (No. of sh's, 6,745), am't p'd in,	674,500 00
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 23,255),	1,081,676 93
5. Cap. st'k, total am't p'd in as per books of the Co.,	\$1,756,176 93
6. Cap. st'k, total amount actually realized,	1,756,176 93
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	451
11. Amount of stock held in Massachusetts,	1,754,876 00
12. Number of stockholders in Massachusetts,	446
DEBT.	
13. Funded debt, as follows:—	
1st mort'ge b'ds, due Jan. 1, 1893, int'st, 7 per cent.,	995,000 00
14. Total amount of funded debt, a	995,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	} 36,277 13
16. Unfunded debt incurred for other special purpose,	
18. Total debt liabilities, a	1,031,277 13
19. (Amount actually received from the same),	1,031,277 13
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments [Claims for unpaid assessments not deducted],	988,602 12
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	} \$2,353,740 00
2. Bridging,	
3. Superstructure, including rails,	
4. Land, land damages and fences,	174,962 54
8. Interest paid during construction, discount, &c.,	78,005 76
9. Engineering, agencies, salaries, and other expenses during construction,	145,852 79
10. Total expended for construction,	\$2,752,561 09
32. WHOLE AM'T OF PERMANENT INVESTMENTS,	2,752,561 09
33. Proportion for Massachusetts,	2,752,561 09
34. TOTAL PROPERTY AND ASSETS OF THE CO.,	2,795,235 01

 a Coupons Nos. 4 and 5, amounting to \$60,650, are overdue and unpaid.

Revenue for the Year.	
18. Income from rent of property other than road and equipment [dwellings and land],	\$2,645 96
20. TOTAL INCOME,	2,645 96
Net Income, Dividends, &c.	
3. Net income,	\$2,645 96
9. Balance for year, or surplus,	2,645 96
10. Surplus at commencement of the year,	5,135 08
11. TOTAL SURPLUS,	7,781 04

General Balance Sheet at Closing of Accounts, September 30, 1875.	
DR.	
Contract,	\$2,353,740 00
Land, land damages and fences,	174,962 54
Engineering and miscellaneous,	145,852 79
Interest,	78,005 76
Notes and accounts receivable,	42,674 01
	\$2,795,235 10
CR.	
Capital stock,	\$1,756,176 93
First mortgage bonds,	995,000 00
Notes payable,	21,708 87
Credit balances of individual accounts,	14,568 26
Rents,	7,781 04
	\$2,795,235 10

JAMES M. STONE,
FRANCIS BRIGHAM,
HIRAM WADSWORTH,
JAMES S. DRAPER,
F. BONNEY,
J. EDWIN SMITH,
L. J. DUDLEY,
CHAS. A. CUTTING,
E. B. SHATTUCK,
H. K. STARKWEATHER,
Directors of the Massachusetts Central Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared James M. Stone, Francis Brigham, Hiram Wadsworth, James S. Draper, F. Bonney, J. Edwin Smith, L. J. Dudley, Charles A. Cutting, E. B. Shattuck and H. K. Starkweather, and severally made oath to the truth of the foregoing statement by them subscribed.

FRAN'S J. PARKER, *Justice of the Peace.*

Name and Residence of Officers.

James M. Stone, Boston, *President*; James S. Draper, Wayland, *Clerk*; Francis J. Parker, Newton, *Treasurer*; Edward Frost, Littleton, *Chief Engineer*.

Directors.—James M. Stone, Boston; James S. Draper, Wayland; J. Edwin Smith, Worcester; E. B. Shattuck, Worcester; H. K. Starkweather, Northampton; Henry P. Hills, Amherst; Franklin Bonney, Hadley; Francis Brigham, Hudson; Chas. A. Cutting, Boston; Hiram Wadsworth, Barre; George Houghton, Hudson.

Proper Address for the Company.

MASSACHUSETTS CENTRAL RAILROAD COMPANY,
10 PEMBERTON SQUARE, BOSTON.

REPORT
OF THE
MIDDLESEX CENTRAL RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[Leased to and operated by the Boston & Lowell R. R. Corporation.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$1,000,000 00
2. Capital stock authorized by votes of company,	250,000 00
3. Cap. st'k issued (No. of sh's, 2,500), am't p'd in,	250,000 00
5. Cap. st'k, total am't p'd in as per books of the Co.,	250,000 00
6. Cap. stock, total amount actually realized,	250,000 00
7. Cap. st'k p'd in per mile of road owned by Co.,	31,250 00
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	52
11. Amount of stock held in Massachusetts,	198,100 00
12. Number of stockholders in Massachusetts,	42
DEBT.	
17. Other debts—current credit balances, etc.,	2,333 52
18. Total debt liabilities,	2,333 52
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	- -
21. Proportion of same per mile of road,	- -
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	} \$235,943 30.
2. Bridging,	
3. Superstructure, including rails,	
4. Land, land damages and fences,	
8. Interest paid during construction, discount, &c.,	
9. Engineering, agencies, salaries, and other expenses during construction,	537 15
10. Total expended for construction,	\$249,970 58
11. Av. cost of constr'n per mile of road built by Co.,	31,246 32
12. Same per mile of single track built by company, not including sidings,	31,246 32
13. Proportion of cost of construction for Mass.,	249,970 58
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	249,970 58
33. Proportion for Massachusetts,	249,970 58
34. TOTAL PROPERTY AND ASSETS OF THE CO.,	272,473 58
Revenue for the Year.	
11. Receipts as rents for use of road and equipment leased [due, but not paid],	\$15,000 00
12. TOTAL EARNINGS,	15,000 00

20. TOTAL INCOME,	\$15,000 00
21. Percentage of same to capital stock and debt, 6.00	
22. Percentage to means applied to constr'n, equipm't, &c., 6.00	
Expenses for the Year.	
2. General salaries, office expenses and miscellaneous,	\$2,362 94
7. TOTAL EXPENSES,	2,362 94
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE EXPENSES,	\$12,637 06
4. Percentage of same to capital stock and debt, 6.00	
5. Percentage to total means applied to construction, equipment, &c., 6.00	
8. Date of last dividend declared,	Feb. 1, 1874.
9. Balance for the year, or surplus,	12,637 06
10. Surplus at commencement of the year,	7,503 00
11. TOTAL SURPLUS,	20,140 06

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$235,943 30
Expense during construction,	537 15
Interest during construction,	323 32
Real estate,	13,166 81
Due from Boston & Lowell Railroad Company,	22,500 00
Cash,	3 00
	\$272,473 58
CR.	
Capital stock,	\$250,000 00
Bills payable,	2,333 52
Profit and loss,	20,140 06
	\$272,473 58

Description of Road.	
1. Date when opened for public use,	Aug. 1, 1874.
2. Length of main line of road, from Lexington to Concord,	8 miles.
Length of main line of road in Massachusetts,	8 miles.
10. Total length of road belonging to this company,	8 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	1.25 miles.
12. Same in Massachusetts,	1.25 miles.
13. Aggregate length of tracks belonging to this company computed as single track,	9.25 miles.
14. Same in Massachusetts,	9.25 miles.
21. Number of crossings of highways at grade,	7
26. Number of crossings with gates or flagmen,	2
27. Number of crossings without gates or flagmen,	5
[Rolling Stock, Mileage, Traffic, &c., included in return of the Boston & Lowell R. R. Corporation.]	

SPENCER W. RICHARDSON,
JACOB EDWARDS,
EDWARD D. ADAMS,
GEORGE KEYES,
W. H. HILL, JR.,
Directors of the Middlesex Central Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 6, 1875. Then personally appeared Spencer W. Richardson, Jacob Edwards, Edward D. Adams, George Keyes, and William H. Hill, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. P. NETTLETON, *Justice of the Peace.*

Name and Residence of Officers.

S. W. Richardson, *President*; George Keyes, *Treasurer*. *Directors.*—Spencer W. Richardson, Jacob Edwards, E. D. Adams, Boston; George Keyes, Concord, Mass.; John V. Barron, Concord, N. H.; W. H. Hill, Jr., Nathan Cushing, Boston.

Proper Address for the Company.

MIDDLESEX CENTRAL RAILROAD COMPANY, BOSTON.

REPORT

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Providence & Worcester R. R. Co.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$250,000 00	
2. Capital stock authorized by votes of company,	200,000 00	
3. Cap. st'k issued (No. of sh's, 817), am't p'd in,	81,700 00	
4. Cap. st'k p'd in on sh's not issued, (No. of sh's, 8½),	825 00	
5. Cap. st'k, total am't p'd in, as per books of the Co.,		\$82,525 00
6. Cap. stock, total amount actually realized,	82,525 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	21,285 78	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100).		
10. Number of stockholders,	42	
11. Amount of stock held in Massachusetts,	72,100 00	
12. Number of stockholders in Massachusetts,	35	
DEBT.		
15. UNFUNDED DEBT, incurred for construction, equipment or purchase of property,	26,087 81	
18. Total debt liabilities,		26,087 81
19. (Amount actually received from the same),	26,087 81	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		26,087 81
21. Proportion of same per mile of road,	6,728 86	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	}	\$86,628 41
2. Bridging,		
3. Superstructure, including rails,	}	9,461 48
4. Land, land damages and fences,		
5. Pass., fr'ght and water stations, and wood-sheds,	}	12,027 73
6. Engine-houses, car-sheds and turn-tables,		
8. Interest paid during construction, discount, &c.,		648 17
9. Engineering, agencies, salaries and other expenses during construction,		7,431 31
10. Total expended for construction,		\$116,197 10
11. Av. cost of constr'n per mile of road built by Co.,		29,970 87
12. Same per mile of single track built by company, not including sidings,		29,970 87
13. Proportion of cost of constr'n for Mass.,		116,197 10
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		116,197 10
33. Proportion for Massachusetts,		116,197 10
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		116,197 10

Revenue for the Year.		
11. Receipts as rents for use of road leased,		\$3,480 00
16. Proportion for Massachusetts,	\$3,480 00	
20. TOTAL INCOME,		3,480 00
21. Percentage to capital stock and debt,	3.204	
22. Percentage of same to means applied to construction, equipment, &c.,	2.995	
Expenses for the Year.		
1. Taxes, state and local,		\$519 78
2. General salaries, office expenses and miscellaneous,		22 00
3. Insurance premiums and losses by fire and damages for fires set by engines,		75 00
7. TOTAL EXPENSES,		616 78
11. Proportion for Massachusetts,		616 78
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE EXPENSES,		\$2,863 22
4. Percentage of same to capital stock and debt,	2.63	
5. Percentage to total means applied to construction, equipment, &c.,	2.46	
6. Paid for interest [6 months in advance, at 6 per cent.],		2,838 90
9. Balance for the year, or surplus,		24 32
10. Surplus at commencement of the year,		7,559 97
11. TOTAL SURPLUS,		7,584 29

General Balance Sheet at Closing of Accounts, September 30, 1875.		
CR.		
Construction,		\$116,197 10
DR.		
Capital stock,	\$82,525 00	
Debt,	26,087 81	
Surplus,	7,584 29	
		\$116,197 10

Description of Road.	
1. Date when opened for public use,	1868.
2. Length of main line of road from Milford to Bellingham,	3.877 miles.
Length of main line of road in Massachusetts,	3.877 miles.
10. Total length of road belonging to this company,	3.877 miles.
11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.459 mile.
12. Same in Massachusetts, . . . . .	.459 mile.
13. Aggregate length of tracks belonging to this company, computed as single track,	4.336 miles.
14. Same in Massachusetts,	4.336 miles.
17. Number of spans of bridges of 25 feet and upwards,	1
19. Number of wooden bridges (aggregate length, 229 feet),	9
21. No. of crossings of highways at grade,	5
27. No. of crossings without gates or flagmen,	5

Rolling Stock, Mileage, Traffic, &c.

[Included in return of Providence & Worcester R. R. Co.]

GEORGE DRAPER,
C. F. CLAFLIN,
ELBRIDGE MANN,
A. C. MAYHEW,
SAM'L WALKER,

Directors of the Milford & Woonsocket Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. October 28, 1875. Then personally appeared, George Draper, C. F. Claflin, Elbridge Mann, A. C. Mayhew and Samuel Walker, and severally made oath to the truth of the foregoing statement by them subscribed.

J. E. WALKER, *Justice of the Peace.*

Name and Residence of Officers.

George Draper, *President*, Milford; James R. Davis, *Clerk*, Milford; C. F. Claflin, *Treasurer*, Milford. *Directors*.—George Draper, Milford; A. C. Mayhew, Milford; Samuel Walker, Milford; Elbridge Mann, Milford; C. F. Claflin, Milford; W. D. Hilton, Providence, R. I.; James P. Ray, Franklin.

Proper Address for the Company.

C. F. CLAFLIN, *Treasurer*, M. & W. R. R. CO., MILFORD, MASS.

REPORT

OF THE

MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is leased to and operated by the Boston, Barre & Gardner Railroad Corporation.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$350,000 00	
2. Capital stock authorized by votes of company,	250,000 00	
3. Cap. st'k issued (No. of sh's, 2,057); am't p'd in,	197,714 73	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 3),	150 00	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,		\$197,864 73
6. Cap. st'k, <i>total amount actually realized</i> ,	197,864 73	
7. Cap. st'k paid in per mile of road owned by Co.,	12,523 08	
8. Cap. st'k, No. of sh's iss'd not entitled to div'ds,	3	
9. Par value of shares, \$100 (the average price at which shares were sold, \$50).		
10. Number of stockholders,	71	
11. Amount of stock held in Massachusetts,	140,000 00	
12. Number of stockholders in Massachusetts,	13	
DEBT.		
13. Funded debt as follows:—		
1st mort'ge b'ds, due Oct. 1, 1891, int't 8 per ct.,	43,000 00	
14. Total amount of funded debt,	43,000 00	
15. Unfunded debt, incurred for construction, equipment or purchase of property [notes payable],	59,800 00	
18. <i>Total debt liabilities</i> ,		102,800 00
19. (Amount actually received from the same),	102,800 00	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		96,098 94
21. Proportion of same per mile of road,	6,082 21	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	}	\$300,634 34*
2. Bridging,		
3. Superstructure, including rails,	}	29,580 13
4. Land, land damages and fences,		
5. Pass., fr'ght and water stations and wood-sheds,	}	12,998 03
6. Engine-houses, car-sheds and turn-tables,		
8. Interest paid during construction, discount, &c.,		10,036 27
9. Engineering, agencies, salaries, and other expenses during construction,		13,801 70
10. <i>Total expended for construction</i> ,		\$367,050 47
11. Av. cost of constr'n per mile of road built by Co.,		23,231 04
12. Same per mile of single track built by company, not including sidings,		23,231 04
13. Proportion of cost of construction for Mass.,		47,344 88

* All this work was performed under one contract, and no separate account kept of items 1, 2 and 3.

32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		\$367,050 47
33. Proportion for Massachusetts,	\$47,344 88	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		373,751 53

Expenditures Charged to Property Account during the Year.		
4. Land		\$1,245 41
9. Interest during construction of road transferred from surplus account,		1,346 61
10. Engineering, miscellaneous, &c.,		3,059 81
16. TOTAL,		5,651 83
17. Property sold and credited property account during the year:		
Stage property,	\$400 00	
All equipment sold for	13,573 63	
	\$13,973 63	
Loss on equipment to profit and loss,	10,546 41	
		24,520 04
18. Net reduction in permanent investment for the year,		18,868 21

Revenue for the Year.		
9. Receipts from gratuities to the company,		\$553 58
11. Receipts as rents for use of road [from B., B. & G. R. R. Co.],		11,000 00
Net earnings omitted 1874,		1,862 07
12. TOTAL EARNINGS,		13,415 65
16. Proportion for Massachusetts,		1,730 45
20. TOTAL INCOME,		13,415 65
21. Percentage of same to capital stock and debt,	4.56	
22. Percentage to means applied to constr'n, equipm't, &c.,	3.65	

Net Income, Dividends, &c.		
1. TOTAL INCOME,		\$13,415 65
3. Net income,		13,415 65
4. Percentage of same to capital stock and debt,	4.56	
5. Percentage to total means applied to construction, equipment, &c.,	3.65	
6. Paid for interest,		7,594 44
9. Balance for the year, or surplus,*		5,821 21
10. Surplus at commencement of the year,	\$77,812 00	
Loss on equipment sold,	10,546 41	
		67,265 59
11. TOTAL SURPLUS,		73,086 80

* Deduct \$5,821.21, surplus for the year, from loss on sale of equipment, \$10,546.41, and it shows a deficit of \$4,725.20 for the year.

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
By construction account,		\$367,050 47
26 shares M. R. R. Co.'s stock,		1,600 00
debt due from P. & H. R. R. Co.,		323 11
cash on hand,		4,777 95
		\$373,751 53
CR.		
To capital stock,	\$197,864 73	
bonds outstanding against the company,	43,000 00	
notes " "	59,800 00	
profit and loss account balance,†	73,086 80	
		\$373,751 53

† This surplus was derived from gratuities, not from surplus earnings.

Description of Road.	
1. Date when opened for public use:— From Winchendon, Mass., to E. Jaffrey, N. H.,.	Dec., 1870.
From " " to Peterboro', N. H.,.	June, 1871.
2. Length of main line of road, from Winchendon Peterboro',	15.8 miles.
Length of main line of road in Massachusetts,	2.038 miles.
Length of main line of road in N. Hampshire,	13.762 miles.
10. Total length of road belonging to this company,	15.8 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	.5 mile.
13. Aggregate length of tracks belonging to this company computed as single track,	16.3 miles.
14. Same in Massachusetts,	2.038 miles.
19. No. of wooden bridges (agg. length, 180 feet),	6
21. No. of crossings of highways at grade,	16
27. No. of crossings without gates or flagmen,	16
37. No. of stat'ns on all roads owned by this Co.,	4
38. Same in Massachusetts,	1
[“Rolling Stock,” “Mileage, Traffic, &c.,” in- cluded in Return of the Boston, Barre & Gardner R. R. Corporation.]	

JONAS LIVINGSTON,
P. UPTON,
O. H. BRADLEY,
J. H. FAIRBANK,
H. K. FRENCH,
H. A. BLOOD,
Directors of the Monadnock Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 4, 1875. Then personally appeared J. H. Fairbank, and made oath to the truth of the foregoing statement by him subscribed.
CHARLES J. RICE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 6, 1875. Then personally appeared H. A. Blood, and made oath to the truth of the foregoing statement by him subscribed.
E. D. HEWINS, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 3, 1875. Then personally appeared Jonas Livingston and Henry K. French, and severally made oath to the truth of the foregoing statement by them subscribed.
EZRA M. SMITH, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. November 3, 1875. Then personally appeared P. Upton and O. H. Bradley, and severally made oath to the truth of the foregoing statement by them subscribed.

F. S. PIERCE, *Justice of the Peace.*

Name and Residence of Officers.

Directors.—Jonas Livingston, Henry K. French, Peterborough, N. H.; Peter Upton, Oscar H. Bradley, Jaffrey, N. H.; John H. Fairbank, Winchendon, Mass.; Hiram A. Blood, Fitchburg; Willis Phelps, Springfield. Clarence A. Parks, *Clerk and Treasurer*, Boston.

Proper Address for the Company.

MONADNOCK RAILROAD COMPANY, PETERBOROUGH, N. H.

REPORT
OF THE
NASHUA, ACTON & BOSTON RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$600,000 00	
2. Capital stock authorized by votes of company,	500,000 00	
3. Cap. st'k issued (No. of sh's, 4,917), am't p'd in,	491,700 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 25,)	2,436 53	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.,</i>	494,136 53	\$494,136 53
6. Cap. stock, <i>total amount actually realized,</i>	24,450 01	
7. Cap. st'k p'd in per mile of road owned by Co.,		
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.)		
10. Number of stockholders,	218	
11. Amount of stock held in Massachusetts,	191,472 22	
12. Number of stockholders in Massachusetts,	113	
DEBT.		
13. Funded debt as follows:—		
1st mort'ge b'ds, due 1894, int'st 6 per cent,	343,947 90	
Equipment b'ds, 1883, int'st 8 per cent.,	17,000 00	
14. Total amount of funded debt,		360,947 90
15. Unfunded debt incurred for construction, equipment or purchase of property,	175,910 44	
16. Unfunded debt incurred for any other special purpose, and for what [interest and operating the road],	41,416 82	
17. Other debts—current credit balances, &c.,	12,959 31	
18. <i>Total debt liabilities,</i>		591,234 47
19. (Amount actually received from the same),	553,009 88	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		590,761 34
21. Proportion of same per mile of road,	29,231 14	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry, <i>a</i>	}	\$650,830 46
2. Bridging, <i>a</i>		
3. Superstructure, including rails, <i>a</i>		
4. Land and damages and fences,		61,393 49
5. Pass., fr'ght and water stations and wood-sheds,	}	19,627 59
6. Engine-houses, car-sheds and turn-tables,		
7. Machine shops,		
8. Int'st paid during construction, discount, &c., <i>b</i>		39,703 81
Discount on bonds sold,		38,224 59

a No separate accounts; the road was built by contract.
b Incurred during construction, and paid within the year.

9. Engineering, agencies, salaries and other ex- penses during construction, <i>a</i>	\$105,092 51	
10. <i>Total expended for construction</i> ,		\$914,872 45
11. Av. cost of constr'n per mile of road to Co.,	45,268 30	
12. Same per mile of single track to company, not including sidings,	45,268 30	
13. Proportion of cost of constr'n for Mass.,	699,886 25	
EQUIPMENT.		
14. Locomotives (number, 5),	28,810 60	
16. Passenger, mail and baggage cars (number, 9),	36,273 00	
17. Freight and other cars (number, 108),	63,525 00	
19. <i>Total for equipment</i> ,		128,608 60
20. Av. cost of equip't per mile of road operated by Co.,	6,363 61	
21. Proportion for Massachusetts,	98,381 44	
31. Property in Massachusetts (including propor- tion of equipment),	98,381 44	
32. <i>WHOLE AM'T OF PERMANENT INVESTMENTS</i> ,		1,043,481 05
33. Proportion for Massachusetts,	798,230 10	
34. <i>TOTAL PROPERTY AND ASSETS OF THE CO.</i> ,		1,043,954 15
Expenditures Charged to Property Account during the Year.		
1. Main line, extension or alteration of road,		\$34,765 96
4. Land,		110 00
5. Pass'r and fr't stations, wood-sheds and water stations,	}	3,509 07
6. Engine-houses, car-sheds and turn-tables,		
7. New locomotives,		28,810 60
9. New passenger cars,	}	36,273 00
10. New mail and baggage cars,		
11. New freight cars,		63,525 00
15. Other expenditures charged to property account,— Interest paid during construction,		39,703 81
Discount on bonds during construction,		38,224 59
Engineering expenses, &c.,		105,092 51
16. <i>TOTAL</i> ,		350,014 54
18. <i>Net addition to property account for the year</i> ,		350,014 54
Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,		\$3,818 77
2. Receipts from passengers from and to other roads over roads operated by this Co.,		9,808 47
4. Receipts for express,		548 46
5. Receipts for mails,		713 75
6. <i>Total receipts from passenger department</i> ,		14,889 48
7. Receipts from local freight on roads operated by this Co.,		3,654 32
8. Receipts from freight from and to other roads over roads operated by this company,		14,362 66
9. Receipts from freight over other roads as tolls, or for use of cars of this company,		1,191 97
10. <i>Total receipts from freight department</i> ,		19,238 95
12. <i>TOTAL EARNINGS</i> ,		34,128 43
13. Earnings per mile of road operated,	\$1,688 69	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	1,688 69	
15. Per train mile, . . . . .	.53	
16. Proportion for Massachusetts,	26,107 14	
18. Income from rent of property other than road and equip- ment [house rent],		146 99
20. <i>TOTAL INCOME</i> ,		34,275 42
21. Percentage of same to capital stock and debt,	3.16	
22. Percentage to means applied to constr'n, equipm't, &c.,	3.24	

a Incurred during construction, and paid within the year.

Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road, exclusive of bridges and new rails, . . .	\$9,454 82
5. Repairs of buildings and fixtures (stations), . . .	611 32
8. TOTAL, . . .	10,066 14
9. Proportion of same to passenger department,*	\$4,391 63
10. Proportion of same to freight department,*	5,674 51
CLASS 2.—General Traffic Expenses.	
1. Taxes, state and local, . . .	22 54
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, . . .	4,117 07
3. Insurance premiums and losses by fire and damages for fires set by engines, . . .	250 00
4. Repairs of locomotives, . . .	1,246 15
9. Fuel for locomotives and cars—24 cords of wood, cost \$155; 1,434.94 tons coal, cost \$10,101.98, . . .	10,256 98
10. Water, . . .	415 04
11. Fuel for stations and shops, . . .	194 97
12. Oil and waste, . . .	763 26
13. Switchmen, watchmen, flag and signal men, . . .	2,323 03
14. Telegraph expenses, . . .	540 35
15. TOTAL, . . .	20,129 39
16. Proportion belonging to passenger department,	\$8,782 01
17. Proportion belonging to freight department, .	11,347 38
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars, . . .	1,054 85
4. Salaries, wages and incidentals of passenger department, .	5,732 58
6. TOTAL, . . .	6,787 43
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars, . . .	1,331 28
4. Salaries, wages and incidentals of freight department, .	5,831 36
6. TOTAL, . . .	7,162 64
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, . . .	44,145 60
8. Per mile of the road operated, . . .	\$2,184 34
9. Per mile of single track operated, not including sidings, . . .	2,184 34
10. Per train mile, . . .	.685
11. Proportion for Massachusetts, . . .	33,769 89
12. Percentage of expenses to income, . . .	128.79
Net Income, Dividends, &c.	
1. TOTAL NET DEFICIT—OPERATING EXPENSES, . . .	\$9,870 18
2. Amount paid other companies as rent for use of road,— [Boston, Clinton & Fitchburg Railroad Co. for use of Framingham & Lowell Railroad from North Acton to Concord (Mass.) Junction, at \$300 per month], . . .	3,600 00
3. Net deficit below operat'g expenses and am't p'd for rent of road,	13,470 18
4. Percentage of same to capital stock and debt, . . .	1.24
5. Percentage to total means applied to construction, equipment, &c., . . .	1.29
6. Paid for interest, . . .	10,251 44
9. Deficit for the year, . . .	23,721 62
10. Deficit at commencement of the year, . . .	17,695 20
11. TOTAL DEFICIT, . . .	41,416 82
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6, . . .	\$14,889 48

* Computed on gross receipts from passenger and freight departments.

2. (Total receipts per train mile, \$0.374.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	\$4,391 63
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	8,782 01
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	6,787 43
6. TOTAL EXPENSES,	19,961 07
7. (Total expenses per train mile, \$0.501.)	
8. NET LOSS,	5,071 59
9. (Net loss per train mile, \$0.127.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$19,238 95
2. (Total receipts per train mile, \$0.782.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	5,674 51
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	11,347 38
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	7,162 64
6. TOTAL EXPENSES,	24,184 53
7. (Total expenses per train mile, \$0.983.)	
8. NET LOSS,	4,945 58
9. (Net loss per train mile, \$0.201.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$833,851 37
Land damage,	61,393 49
Railroad,	<u>\$895,244 86</u>
Stations and buildings,	19,627 59
Equipment,	128,608 60
Cash,	473 13
Profit and loss, deficit,	41,416 82
	<u>\$1,085,371 00</u>
CR.	
Capital stock,	\$494,136 53
Six per cent. bonds, 1894,	343,947 90
Eight per cent. bonds, 1883,	17,000 00
Notes payable,	210,907 42
Due individuals,	6,419 84
Due other railroads,	12,959 31
	<u>\$1,085,371 00</u>

Description of Road.	
1. Date when opened for public use,	July 1, 1873.
2. Length of main line of road from Nashua to No. Acton,	20.21 miles.
Length of main line of road in Massachusetts,	15.46 miles.
Length of main line of road in New Hampshire,	4.75 miles.
10. Total length of road belonging to this company,	20.21 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2.53 miles.
12. Same in Massachusetts,	.85 mile.

13. Aggregate length of tracks belonging to this company computed as single track, . . .	22.74 miles.	
14. Same in Massachusetts, . . .	16.31 miles.	
17. No. of spans of bridges of 25 feet and upwards, . . .	2	
18. Number of iron bridges (aggregate length, 112 feet), . . .	5	
21. No. of crossings of highways at grade, . . .	25	
22. No. of crossings of highways over railroad, . . .	3	
23. No. of crossings of highways under railroad, . . .	2	
24. No. of highway bridges 18 feet above track, . . .	3	
26. No. of crossings with gates or flagmen, . . .	2	
27. No. of crossings without gates or flagmen, . . .	23	
28. No. of railroad crossings at grade, . . .	1	
29. No. of railroad crossings over other railroads, . . .	1	
35. Total miles of road operated by this company, . . .		20.21
36. Total miles of road oper'd by this Co. in Mass., . . .		15.46
37. No. of stat'ns on all roads operated by this Co., . . .	7	
38. Same in Massachusetts, . . .	6	
39. Miles of telegraph on line of road op'd by Co., . . .	25.21	
40. Miles of telegraph owned by this company, . . .	25.21	
41. No. of telegraph offices in Co.'s stations, . . .	3	
42. No. of telegraph stations operated by this Co., . . .	4	

Rolling Stock.

	Total number	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 24.2 tons), . . .	5	\$28,810 60	.247
Locomotives (maximum weight of engines in working order, 28 tons), . . .			
2. Tenders (average weight of tenders full of fuel and water, 15 tons), . . .	5	—	.247
Tenders (maximum weight of tenders full of fuel and water, 16½ tons), . . .			
(Average joint weight of engines and tenders, 39.2 tons), . . .			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 40.5 feet.			
4. Total length of heaviest engine and tender over all, 50 feet.			
6. Passenger cars (average weight, 15 tons), . . .	6	36,273 00	.296
Passenger cars (maximum weight, 16.5 tons), . . .	—		—
7. Mail and baggage cars (av. weight, 11.5 tons), . . .	3		.148
8. 8-wheel box freight cars (av. weight, 9 tons), . . .	21		.103
10. 8-wheel platform cars (av. weight, 7.5 tons), . . .	50	63,525 00	2.474
12. Other cars (coal, gravel, &c.), . . .	37		1.831
13. Total value, . . .		\$128,608 60	
14. Total freight cars, including coal, &c., on a basis of 8 wheels, . . .	90	—	4.45
15. Number of locomotives equipped with train brakes, . . .	None	—	—
16. Number of cars equipped with train brakes, . . . (Kind of brake, Westinghouse.)	2	—	—
17. Number of passenger cars with Miller platform and buffer, . . .	6	—	—

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	39,820
2. Speed of express pass'r trains, including stops,	32 miles per hour.
3. Speed of accommodation trains, including stops,	24 miles per hour.
4. Miles run by freight trains,	24,604
5. Speed of express fr'ght trains, including stops,	20 miles per hour.
6. Speed of accommod'n fr'ght trains includ'g stops,	15 miles per hour.
8. Total train miles run,	64,424
9. No. of through pass'rs (whole length of road).	16,492
10. No. of local pass'rs (over part of road),	13,182
11. Total number of passengers carried,	29,674
12. Total pass'r mileage, or pass'rs carried one mile,	523,310
13. Passenger mileage to and from other roads,	406,700
14. Number of tons carried,	35,375
15. Total freight mileage, or tons carried one mile,	742,875
16. Freight mileage to and from other roads,	523,020
17. Highest rate of fare per mile, for any distance,	4 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2.85 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.3 cents.
22. Average rate of fare per mile for <i>all</i> passengers,	2.1 cents.
23. Highest rate of freight per ton per mile, for any distance,	7.3 cents.
24. Lowest rate of freight per ton per mile, for any distance,	2.5 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	3.8 cents.
26. Average rate of freight per ton per mile to and from other roads,	4.7 cents.
27. Average number of cars in passenger trains, including baggage cars,	3
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	12
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	83.7 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	138.20 tons.
31. Number of persons regularly employed by company, including officials,	58

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	12,020
2. Passengers going to other States,	10,261
3. Passengers travelling only within this State,	7,333

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	-	-	-
Employés, . . .	-	3	-	1	-	4
Others, . . .	-	-	-	-	-	-

Statement of each Accident.

April 27, 1875.—William J. Gilmartin, a freight brakeman, had his hand slightly injured, coupling cars at Graniteville.

May 25.—William J. Gilmartin, a freight brakeman, had his arm slightly injured, coupling cars at Concord Junction.

September 7.—William G. Parker, a freight brakeman, had his hand slightly injured, coupling cars at Concord Junction.

September 24.—Charles Hills, a freight brakeman, had his head badly injured, coupling cars at Concord Junction.

P. B. BRIGHAM,
JOHN C. MOULTON,
JAMES T. BURNAP,
CHAS. G. SARGENT,
JOHN FLETCHER, JR.,
HENRY PARKINSON,
BENJ'N SAUNDERS,
DANA SARGENT,

Directors of the Nashua, Acton & Boston Railroad Company.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 1, 1875. Then personally appeared John C. Moulton, James T. Burnap, Charles G. Sargent, John Fletcher, Jr., Henry Parkinson, Dana Sargent and Benjamin Saunders, and severally made oath to the truth of the foregoing statement by them subscribed.

F. D. COOK, Notary-Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON. November 2, 1875. Then personally appeared Peter B. Brigham, and made oath, according to his best knowledge and belief, to the truth of the foregoing statement by him subscribed.

WM. B. STEARNS, Justice of the Peace.

Name and Residence of Officers.

Peter B. Brigham, *President*, Boston ; John C. Moulton, *Vice-President and Manager*, Laconia, N. H. ; John B. Goodrich, *Clerk*, Boston ; F. D. Cook, *Treasurer*, Nashua, N. H. ; G. G. Sanborn, *Superintendent*, Nashua, N. H.

Proper Address for the Company.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
P. O. Box 1,339, NASHUA, N. H.

REPORT

OF THE

NASHUA & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$800,000 00	
2. Capital stock authorized by votes of company,	800,000 00	
3. Cap. st'k issued (No. of sh's, 8,000), am't paid in,	800,000 00	
5. Cap. stock, <i>total am't p'd in as per books of the Co.</i> ,		\$800,000 00
6. Cap. st'k, <i>total amount actually realized</i> ,		800,000 00
7. Cap. st'k p'd in per mile of road owned by Co.,	55,172 41	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	545	
11. Amount of stock held in Massachusetts,	501,600 00	
12. Number of stockholders in Massachusetts,	244	
DEBT.		
14. Total amount of funded debt [gold bonds],	200,000 00	
15. Unfunded debt, incurred for constr'n, equipm't or purchase of property,	182,400 00	
16. Unfunded debt incurred for any other special purpose [loan to Peterborough Railroad],	96,500 00	
17. Other debts—current credit balances, &c.,	193 00	
18. <i>Total debt liabilities</i> ,		479,093 00
19. (Amount actually received for the same,)	479,093 00	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		294,535 64
21. Proportion of same per mile of road,	20,312 80	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
Mystic River quay property,	\$159,705 84	
1. Grading and masonry,	177,339 28	
2. Bridging,	30,405 35	
3. Superstructure, including rails,	173,712 65	
4. Land, land damages and fences,	164,462 15	
5. Pass., fr't and water stations, and wood-sheds,	148,319 48	
6. Engine-houses, car-sheds and turn-tables,	44,593 88	
7. Machine shops [included in No. 6].		
9. Engineering, agencies, salaries and other expenses during construction,	22,510 62	
10. <i>Total expended for construction</i> ,		\$921,059 25
11. Av. cost of const'n per mile of road built by Co.,	63,521 32	
12. Same per mile of single track built by company, not including sidings,	31,760 66	
13. Proportion of cost of const'n for Mass.,	587,572 21	

EQUIPMENT.		
14. Locomotives (number, 19),	}	\$91,853 79
15. Snow-plows on wheels (number, 2),		
16. Passenger, mail and baggage cars (number, 31),		35,684 12
17. Freight and other cars (number, 475),		61,101 16
18. Machinery and tools [included in No. 6].		
19. Total for equipment,		\$188,639 07
20. Average cost of equipment <i>per mile of road</i> operated by company,		3,515 45
21. Proportion for Massachusetts,		78,781 32
31. Property in Massachusetts (including propor- tion of equipment,)		78,781 32
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		1,109,698 32
33. Proportion for Massachusetts,		707,911 01
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		1,368,232 01
35. Amount of sinking and contingent funds, and their purpose,		89,139 01

Expenditures Charged to Property Account during the Year.

Mystic River quay,	\$7,468 89
5. Pass. and fr't stations, wood-sheds and water-stations,	5,023 14
7. New locomotives,	15,249 17
16. TOTAL,	27,741 24
Amt. ch'ged to suspense acct. in reduction of equipm't acct.,	6,070 84
18. Net addition to property account for the year,	21,730 40

Revenue for the Year.

[Being 31 per cent. of an indivisible business, done under joint contract with Boston & Lowell Railroad.]

1. Receipts from local passengers on roads operated by this company,	\$210,053 56
2. Receipts from passengers from and to other roads over roads operated by this company,	37,014 06
4. Receipts for express,	10,300 07
5. Receipts for mails,	4,013 72
6. Total receipts from passenger department,	261,381 41
7. Receipts from local freight on roads operated by this Co.,	161,127 26
8. Receipts from freight from and to other roads over roads operated by this company,	95,887 31
10. Total receipts from freight department,	257,014 57
12. TOTAL EARNINGS,	518,395 98
13. Earnings per mile of road operated,	\$9,660 75
14. Earnings per mile of road operated,—computed as single track, not including sidings,	7,605 57
15. Per train mile,	1.264
16. Proportion for Massachusetts,	216,497 41
20. TOTAL INCOME,	518,395 98
21. Percentage to capital stock and debt,	47.36
22. Percentage to means applied to constr'n, equipm't, &c.,	46.72

Expenses of Operating the Road for the Year.

[Being 31 per cent. of expenses under joint contract with Boston & Lowell Railroad.]

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$67,483 91
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.),	29,090 69
4. Repairs of bridges [including repairs of wharves and widen- ing of draw in Charles River bridge, Boston],	21,368 86
5. Repairs of buildings and fixtures (stations),	19,000 59
6. Hall's signals,	7,071 64

7. Repairs of fences, road crossings, and signs,	\$2,896 91
8. TOTAL,	146,912 60
9. Proportion of same to passenger department,* \$74,075 07	
10. Proportion of same to freight department,* 72,837 53	
11. Of the above total there was expended for other than ordinary repairs,	12,391 64

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	29,724 72
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	13,263 99
3. Insurance premiums and losses by fire and damages for fires set by engines,	2,537 52
4. Repairs of locomotives,	19,660 40
5. Repairs of snow-plows [included in No. 4].	
6. New locomotives (charged to operating expenses),	4,659 65
8. Removing ice and snow,	2,096 44
9. Fuel for locomotives and cars, 1,368 cords of wood, cost \$7,225.45; 6,339 tons of coal, cost \$44,715.45,	52,000 90
10. Water,	4,031 21
11. Fuel for stations and shops,	5,019 58
12. Oil and waste,	8,347 97
13. Switchmen, watchmen, flag and signal men,	18,364 27
15. TOTAL,	159,706 65
16. Proportion belonging to passenger department, \$80,525 98	
17. Proportion belonging to freight department,	79,180 67

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	20,474 85
2. New passenger, mail and baggage cars (charged to operating expenses),	2,604 00
3. Damages and gratuities, passenger,	1,672 81
4. Salaries, wages and incidentals of passenger department,	41,223 51
6. TOTAL,	65,975 17

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	17,067 71
3. Damages and gratuities, freight,	1,044 98
4. Salaries, wages and incidentals of freight department,	71,224 26
6. TOTAL,	89,336 95
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	461,931 37
8. Per mile of the road operated,	\$8,608 48
9. Per mile of single track operated, not including sidings,	6,777 16
10. Per train mile,	1.126
11. Proportion for Massachusetts,	192,916 04
12. Percentage of expenses to income,	89.11

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$56,464 61
2. Am't paid other Co's as rent for use of road,—	
Stony Brook Railroad,	\$6,894 66
Peterborough Railroad,	9,540 88
Salem & Lowell Railroad,	5,425 00
Lowell & Lawrence Railroad,	6,751 80
Boston & Lowell Railroad, interest on Boston improvements,	43,927 40
Sundry other items chargeable to rent acc't,	5,713 96
Total,	78,253 70
3. Net deficit below operat'g expenses, and am't p'd for rent of road,	21,789 09
4. Percentage of same to capital stock and debt,	1.99
5. Percentage to total means applied to construction, equipment, &c.,	1.96

* Computed on gross receipts from passenger and freight departments.

6. Paid for interest,		\$12,063 48
8. Date of last dividend declared,		Oct. 27, 1874.
9. Balance for the year, or deficit,		33,852 57
10. Surplus at commencement of the year,	\$187,362 85	
Less for adjustment of old balances charged to contingent fund during the past year,	64,371 27	
		122,991 58
11. TOTAL SURPLUS,		89,139 01
Receipts, Expenses, Net Earnings, &c., of Passenger Department.		
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,		\$261,381 41
2. (Total receipts per train mile, \$1.167.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,		74,075 07
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,		80,525 98
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,		65,975 17
6. TOTAL EXPENSES,		220,576 22
7. (Total expenses per train mile, \$0.985.)		
8. NET EARNINGS,		40,805 19
9. (Net earnings per train mile, \$0.182.)		
Receipts, Expenses, Net Earnings, &c., of Freight Department.		
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,		\$257,014 57
2. (Total receipts per train mile, \$1.381.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,		72,837 53
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,		79,180 67
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,		89,336 95
6. TOTAL EXPENSES,		241,335 15
7. (Total expenses per train mile, \$1.296.)		
8. NET EARNINGS,		15,659 42
9. (Net earnings per train mile, \$0.084.)		

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Road-bed and real estate,	\$407,012 64	
Superstructure,	173,712 65	
Buildings and bridges,	180,628 12	
Mystic River quay, Boston,	159,705 84	
		\$921,059 25
Engines,	\$91,853 79	
Passenger cars,	35,684 12	
Merchandise cars,	61,101 16	
		188,639 07
Boston, Lowell & Nashua Railroads, materials on hand,		73,976 33
Cashier Boston, Lowell & Nashua Railroads,		40,000 00
Notes receivable,		96,500 00
Ogdensburg and Lake C. Railroad sinking fund bonds,		25,000 00
Trustees for redemption of sinking fund bonds and N. T. Co. bonds,		3,295 13
Bank deposits and cash,		19,762 23
		\$1,368,232 01

	CR.	
Capital stock,		\$800,000 00
Gold bonds,		200,000 00
Notes payable,		278,900 00
Unclaimed dividends,		193 00
Contingent fund,		89,139 01
		<hr/> \$1,368,232 01

Description of Road.		
1. Date when opened for public use,		October 8, 1838.
2. Length of main line of road, from Nashua, N. H., to Lowell,		14.50 miles.
Length of main line of road in Massachusetts,		9.25 miles.
Length of main line of road in New Hampshire,		5.25 miles.
4. Length of double track on main line,		14.50 miles.
10. Total length of road belonging to this company,		14.50 miles.
11. Aggregate length of sidings and other tracks not above enumerated,		7.35 miles.
12. Same in Massachusetts,		4 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,		36.35 miles.
14. Same in Massachusetts,		22.50 miles.
17. No. of spans of bridges of 25 feet and upwards,		10
18. Number of iron bridges (ag. length,, feet),		1
19. Number of wooden bridges (ag. length,, ft.),		4
21. Number of crossings of highways at grade,		9
22. No. of crossings of highways over railroad,		1
25. Number of highway bridges less than 18 feet above track,		2
26. No. of crossings with gates or flagmen,		7
27. No. of crossings without gates or flagmen,		2
28. Number of railroad crossings at grade [out of the State],		2
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
31. Name, description and length of each,—		
Wilton Railroad, length,		15.50 miles.
Stony Brook Railroad, length,		13.16 miles.
Peterborough Railroad, length,		10.50 miles.
32. Total length of above roads,		39.16 miles.
33. Total length of above roads in Massachusetts,		13.16 miles.
34. Total length of above roads in New Hampshire,		26 miles.
35. Total miles of road operated by this company,		53.66
36. Total miles of road oper'd by this Co. in Mass.,		22.41
37. No. of stat'ns on all roads operated by this Co.,		22
38. Same in Massachusetts,		13
39. Miles of telegraph on line of road op'd by Co.,		53.66
41. No. of telegraph offices in company's stations,		6
42. No. of telegraph stations operated by this Co.,		6
43. Number of telegraph stations operated jointly by railroad and telegraph company,		6

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 56,000 lbs.), Locomotives (maximum weight of engines in working order, 69,350 lbs.),	19	-	.354
2. Tenders (average weight of tenders full of fuel and water, 32,000 lbs.), Tenders (maximum weight of tenders full of fuel and water, 50,000 lbs.), (Average joint weight of engines and tenders, 88,000 lbs.),	20	\$91,853 79	-
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 43½ feet.			
4. Total length of heaviest engine and tender over all, 52 feet.			
5. Snow-plows (average weight [large plows], 14,500 lbs.),	2	-	.037
6. Passenger cars (average weight, 36,000 lbs.), Passenger cars (maximum weight, 39,000 lbs.)	24	35,684 12	.307
7. Mail and baggage cars (av. weight, 24,000 lbs.),	7	-	.130
8. 8-wheel box freight cars (av. weight, 8 tons),	35	-	.652
9. 4-wheel box freight cars (av. weight, 3½ tons),	130	-	2.42
10. 8-wheel platform cars (av. weight, 7 tons),	46	61,101 16	.857
11. 4-wheel platform cars (av. weight, 2½ tons),	92	-	1.715
12. Other cars (coal, gravel, &c.), (av. wt., 3½ tons),	172	-	3.207
13. Total value,		-	-
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	278	-	5.184
15. No. of locomotives equip'd with train brakes, (Kind of brake, Smith Vacuum.)	10	-	-
16. No. of cars equip'd with train brakes, (Kind of brake, Smith Vacuum.)	35	-	-
17. No. of passenger cars with Miller platform and buffer,	3	-	-

Mileage, Traffic, &c.			
1. Miles run by passenger trains,		223,827	
2. Speed of express pass. trains, including stops,		30 miles per hour.	
3. Speed of accommodation trains, including stops,		25 miles per hour.	
4. Miles run by freight trains,		186,103	
5. Speed of express fr'ght trains, inc'd'g stops, about		18 miles per hour.	
6. Speed of accommod'n fr'ght trains, inc'd'g stops,		12 miles per hour.	
7. Miles run by other trains [included in Nos. 1 & 4].			
8. Total train miles run,			409,930
9. Number of through pass. (whole length of road),	168,930		
10. Number of local passengers (over part of road),	766,270		
11. Total number of passengers carried,			935,200
12. Total passenger mileage, or passengers carried one mile,			11,724,609
13. Passenger mileage to and from other roads,	2,324,613		
14. Number of tons carried,			232,643
15. Total freight mileage, or tons carried one mile,			6,370,976

16. Freight mileage to and from other roads,	3,798,430
17. Highest rate of fare per mile, for any distance,	27 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.67 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	1.96 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket . . . . .	.959 cent.
22. Average rate of fare per mile for <i>all</i> passengers,	2.3 cents.
23. Highest rate of freight per ton per mile, for any distance,	30 cents.
24. Lowest rate of freight per ton per mile, for any distance, . . . . .	.75 cent.
25. Average rate of freight per ton per mile on roads operated by this company,	About 3.6 cents.
26. Average rate of freight per ton per mile to and from other roads,	About 2.77 cents.
27. Average number of cars in passenger trains, including baggage cars,	5
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	24
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	127 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	236 tons.
31. Number of persons regularly employed by company, including officials,	304

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	47,887
2. Passengers going to other States,	47,387
3. Passengers travelling only within this State,	839,925
4. Total season-ticket passengers (round trip),	150,330
5. Passengers to Boston (including season),	366,904
6. Passengers from Boston (including season),	366,889
7. Season-ticket passengers to and from Boston (one round trip daily),	136,000

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	-	1	-
Employés,	-	-	1	4	1	4
Others,	-	-	-	-	-	-

Statement of each Accident.

January 29, 1875.—C. H. Wilkins, an employé, had one leg crushed while coupling cars at Lowell.

February 8.—D. V. Blanchard, engineer, and his fireman, were slightly injured at North Chelmsford by the breaking of both parallel-rods of their engine.

May 16.—Bartholomew Lynch was struck by a train and killed, while walking on the track between Lowell and Middlesex Village.

August 18.—R. Whittier, brakeman, was crushed between two freight cars at Lowell, receiving injuries which proved fatal.

September 2.—William Dinsmore, of Graniteville, while on an inward freight train, was struck by the Walker Street bridge, at Lowell, and slightly injured.

F. B. CROWNINSHIELD,
DANIEL L. RICHARDSON,
W. W. BAILEY,
AUGUSTUS LOWELL,
ONSLow STEARNS,

Directors of the Nashua & Lowell Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 19, 1875. Then personally appeared F. B. Crowninshield, Augustus Lowell, and Onslow Stearns, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 18, 1875. Then personally appeared Wm. W. Bailey, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

T. H. WOOD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 18, 1875. Then personally appeared Daniel S. Richardson, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

Name and Residence of Officers.

F. B. Crowninshield, *President*, Boston ; H. Hosford, *Manager*, Boston ; Wm. M. Parker, *Superintendent*, Boston ; T. H. Wood, *Treasurer*, Nashua, N. H.

Directors.—F. B. Crowninshield, Boston ; Daniel S. Richardson, Lowell ; Onslow Stearns, Concord, N. H. ; Wm. W. Bailey, Nashua, N. H. ; Augustus Lowell, Boston.

Proper Address for the Company.

NASHUA AND LOWELL RAILROAD CORPORATION, NASHUA, N. H.

REPORT

OF THE

NEW BEDFORD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Boston, Clinton & Fitchburg Railroad Co.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$1,678,500 00
2. Capital stock authorized by votes of company,	1,678,500 00
3. Cap. st'k issued (No. of sh's, 16,785) ; am't p'd in,	-
5. Cap. st'k, <i>total am't paid in as per books of the Co.</i> ,	\$1,678,500 00
6. Cap. st'k, <i>total amount actually realized</i> ,	1,678,500 00
7. Cap. st'k p'd in per mile of road owned by Co.,	29,298 82
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).	
10. Number of stockholders,	646
11. Amount of stock held in Massachusetts,	1,600,600 00
12. Number of stockholders in Massachusetts,	614
DEBT.	
13. Funded debt, as follows:—	
Bonds, due July 1, 1881, interest 6 per cent.,	171,500 00
Bonds, due July 1, 1894, interest 7 per cent.,	400,000 00
14. Total amount of funded debt,	571,500 00
17. Other debts—current credit balances, &c.,	105,233 31
18. <i>Total debt liabilities</i> ,	676,733 31
19. Amount actually received from the same,	684,633 31
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	585,204 93
21. Proportion of same per mile of road,	10,214 96
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
Cost of road, New Bedford to Taunton, and Fairhaven Branch,	\$702,111 29
Cost of road, Taunton Branch and Attleborough Branch,	679,154 74
Extension to tide-water in New Bedford,	200,014 58
4. Land, land damages and fences [and wharf property],	148,228 17
5. Double track at Taunton,	20,000 00
6. Engine-houses, car-sheds and turn-tables,	} 56,679 96
7. Machine shops,	
8. Miscellaneous real estate,	
9. Telegraph,	16,124 63
9. Telegraph,	957 00
10. <i>Total expended for construction</i> ,	\$1,823,270 42

11. Av'ge cost of const'n per mile of road built by Co.,	\$31,825 83
12. Same per mile of single track built by company, not including sidings,	30,743 10
13. Proportion of cost of construction for Mass.,	1,823,270 42
29. Other property purchased [equipment and personal property sold to Boston, Clinton & Fitchburg Railroad Company, payable at expiration of lease],	474,504 10
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	\$2,297,774 52
33. Proportion for Massachusetts,	2,297,774 52
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,	2,389,302 90

Expenditures Charged to Property Account during the Year.	
1. Main line, extension of road to tide-water,	\$11,449 64
4. Land, land damages and wharf property,	22,328 17
15. Other expenditures charged to property account,— Paid debts due on account of purchase of Taunton Branch property,	8,814 59
16. TOTAL,	46,995 21
B, C. & F. equipment account, debt increase,	4,402 81
18. Net addition to property account for the year,	42,592 40

Revenue for the Year.	
11. Receipts as rents for use of road and equipment,	\$174,927 67
12. TOTAL EARNINGS,	174,927 67
16. Proportion for Massachusetts,	\$174,927 67
20. TOTAL INCOME,	174,927 67
21. Percentage to capital stock and debt,	7.72
22. Percentage to means applied to constr'n, equipm't, &c.,	7.51

Expenses for the Year.	
2. General salaries, office expenses and miscellaneous,	\$1,213 30
7. TOTAL EXPENSES,	1,213 30
11. Proportion for Massachusetts,	\$1,213 30

Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$173,714 37
3. Net income above operat'g expenses and am't p'd for rent of road,	173,714 37
4. Percentage of same to capital stock and debt,	7.67
5. Percentage to total means applied to construction, equipment, &c.,	7.55
6. Paid for interest,	39,434 37
7. Dividends declared, 8 per cent. for the year, amount,	134,280 00
8. Date of last dividend declared,	May 1, 1875.
10. Surplus at commencement of the year,	37,169 43
Less miscellaneous payments from surplus fund,	3,099 84
11. TOTAL SURPLUS,	34,069 59

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$1,823,270 42
Boston, Clinton & Fitchburg Railroad Company,	474,504 10
Ledger balances,	88,658 80
Cash,	2,869 58
	\$2,389,302 90

	CR.	
Capital stock,	.	\$1,678,500 00
Funded debt,	.	571,500 00
Ledger balances,	.	105,233 31
Surplus,	.	34,069 59
		<hr/> \$2,389,302 90

Description of Road.	
1. Date when opened for public use,—	
From New Bedford to Taunton,	} July 1, 1840. July 1, 1873. August, 1836.
From Fairhaven to Taunton,	
From New Bedford extension to wharves,	
From Taunton to Mansfield,	
2. Length of main line of road from New Bedford to Mansfield,	32.56 miles.
Length of main line of road in Massachusetts,	32.56 miles.
4. Length of double track on main line,	2.008 miles.
5. Branches owned by company,—	
Fairhaven Branch (single track), length,	15.170 miles.
Weir Branch (single track), length,	.606 mile.
Acushnet Branch (single track), length,	.353 mile.
Taunton Junction to Attleborough (single track),	8.6 miles.
6. Total length of branches owned by company,	24.729 miles.
7. Total length of branches owned by Co. in Mass.,	24.729 miles.
10. Total length of road belonging to this company,	57.289 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	13.54 miles.
12. Same in Massachusetts,	13.54 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	72.837 miles.
14. Same in Massachusetts,	72.837 miles.
15. Total length of steel rails in track belonging to this company, (Weights per yard, 62 lbs.)	3.845 miles.
17. No. of spans of bridges of 25 feet and upwards,	7
19. No. of wooden bridges (ag. length, 471 feet),	13
No. of wooden bridges (ag. length, 1,195.2 feet),	6
21. No. of crossings of highways at grade,	77
22. No. of crossings of highways over railroad,	5
23. No. of crossings of highways under railroad,	1
25. No. of highway bridges less than 18 feet above track,	5
26. No. of crossings with gates or flagmen,	25
27. No. of crossings without gates or flagmen,	52
28. No. of railroad crossings at grade,	2

This road is operated by the Boston, Clinton & Fitchburg Railroad Company, and leased to that company for the term of forty-nine years and two months, from February 1, 1874. The report of its operation is included in the report of that company.

SOLOMON H. HOWE,
WM. MASON,
HARRISON BLISS,
H. N. BIGELOW,
GEO. A. TORREY,
CHARLES L. WOOD,
WM. J. ROTCH,
H. A. BLOOD,
WM. W. CRAPO,
Directors of the New Bedford Railroad Company.

SUFFOLK, ss. BOSTON, October 23, 1875. Then personally appeared Messrs. S. H. Howe, Wm. Mason, H. Bliss, H. N. Bigelow, Geo. A. Torrey, C. L. Wood, W. J. Rotch, H. A. Blood, Wm. W. Crapo, and severally made oath to the truth of the foregoing statement by them subscribed.

HOSEA HYDE, *Justice of the Peace.*

Name and Residence of Officers.

S. H. Howe, *President*, Bolton; H. A. Blood, *Manager*, Fitchburg; Lawrence Grinnell, *Treasurer*, New Bedford; Herbert Ingalls, *Cashier*, Boston; Sullivan W. Huntley, *Clerk*, Fitchburg.

Directors.—Joseph Grinnell, William J. Rotch, Andrew G. Pierce, William W. Crapo, Charles L. Wood, of New Bedford; Nathaniel Thayer, Lyman Nichole, Joseph S. Fay, Nathaniel H. Emmons, George A. Torrey, of Boston; Harrison Bliss, of Worcester; William Mason, of Taunton; Solomon H. Howe, of Bolton; Henry N. Bigelow, of Clinton; Hiram A. Blood, of Fitchburg.

Proper Address for the Company.

NEW BEDFORD RAILROAD COMPANY, No. 17, U. S. HOTEL BLOCK, BOSTON;
also at NEW BEDFORD; also at FITCHBURG.

REPORT
OF THE
NEWBURYPORT RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[Leased to and operated by the Boston & Maine Railroad.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$430,000 00	
2. Capital stock authorized by votes of company,	202,100 00	
3. Cap. st'k issued (No. of sh's,), am't p'd in,	202,100 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's,),	18,240 02	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,		\$220,340 02
7. Cap. st'k p'd in, per mile of road owned by Co.,	8,167 10	
DEBT.		
14. Total amount of funded debt,	300,000 00	
15. Unfunded debt incurred for construction, equipment or purchase of property,	77,046 31	
18. <i>Total debt liabilities</i> ,		377,046 31
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		377,046 31
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	}	\$197,653 98
2. Bridging,		
3. Superstructure, including rails,		176,065 02
4. Land, land damages and fences,		86,983 89
5. Pass., fr'ght and water stations and wood-sheds,		31,701 57
9. Engineering, agencies, salaries, and other expenses during construction,		104,981 87
10. <i>Total expended for construction</i> ,		\$597,386 33
11. Av. cost of constr'n per mile of road built by Co.,		22,142 64
12. Same per mile of single track built by company, not including sidings,		22,142 64
13. Proportion of cost of construction for Mass.,		597,386 33
32. <i>WHOLE AMOUNT OF PERMANENT INVESTMENTS</i> ,		597,386 33
33. Proportion for Massachusetts,		597,386 33
34. <i>TOTAL PROPERTY AND ASSETS OF THE Co.</i> ,		597,386 33
Description of Road.		
1. Date when opened for public use:—		
From Bradford to Newburyport,	1851.	
From Georgetown to Danvers,	1854.	
2. Length of main line of road, from Bradford to Newburyport, and Georgetown to Danvers,	26.979 miles.	
Length of main line of road in Massachusetts,	26.979 miles.	
10. Total length of road belonging to this company,		26.979 miles.

11. Aggregate length of sidings and other tracks not above enumerated,	2.401 miles.
12. Same in Massachusetts,	2.401 miles.
13. Aggregate length of tracks belonging to this company computed as single track,	29.380 miles.
14. Same in Massachusetts,	29.380 miles.
[All other items of description, mileage, &c., are included in the return of the Boston & Maine R. R.]	

NOTE.—This road is leased to the Boston & Maine Railroad, and its doings during the year, and its income and expenditures, are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

NATHANIEL G. WHITE,
GEORGE C. LORD,
JOHN FELT OSGOOD,
AMOS PAUL,
NATH'L J. BRADLEE,
WM. S. STEVENS,
Directors of the Newburyport Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Nathaniel G. White, George C. Lord, John Felt Osgood, Amos Paul, Nathaniel J. Bradlee, and William S. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.
C. P. JUDD, *Justice of the Peace.*

Name and Residence of Officers.

Nathaniel G. White, *President*, Lawrence; Amos Blanchard, *Treasurer*, Lowell; James T. Furber, *General Superintendent*, Lawrence.
Address of all the above officers is at Boston.
Chauncey P. Judd, *Clerk*, Reading.

Proper Address for the Company.

NEWBURYPORT RAILROAD COMPANY (*Care Boston & Maine R. R.*),
BOSTON, MASS.

REPORT
OF THE
NEWBURYPORT CITY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Eastern Railroad Company.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$100,000 00	
3. Cap. st'k issued (No. of sh's, 970), am't paid in,	97,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$97,000 00
6. Cap. st'k, total amount actually realized,	97,000 00	
7. Cap. st'k p'd in, per mile of road owned by Co.,	46,634 61	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	31	
11. Amount of stock held in Massachusetts,	96,500 00	
12. Number of stockholders in Massachusetts,	30	
DEBT.		
13. Funded debt, as follows :—		
Bonds, due 1892, interest, 7 per cent.,	25,000 00	
14. Total amount of funded debt,		25,000 00
18. Total debt liabilities,		25,000 00
19. (Amount actually received from the same),	23,787 50	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,		23,646 69
21. Proportion of same per mile of road,	11,368 60	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$37,579 30	
2. Bridging,	8,660 00	
3. Superstructure, including rails,	33,569 27	
4. Land, land damages and fences,	30,047 42	
5. Pass., fr'ght and water stations and wood-sheds,	6,188 10	
8. Interest paid during construction, discount, &c.	1,516 41	
9. Engineering, agencies, salaries, and other expenses during construction,	4,194 16	
10. Total expended for construction,		\$121,754 66
11. Av. cost of constr'n per mile of road built by Co.,	58,535 88	
12. Same per mile of single track built by company, not including sidings,	54,598 50	
13. Proportion of cost of construction for Mass.,	121,754 66	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		121,754 66
33. Proportion for Massachusetts,	121,754 66	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		123,107 97

Expenditures Charged to Property Account during the Year.

1. Main line, extension or alteration of road,	\$1,201 30
15. Other expenditures ch'ged to property acc't [legal services],	91 00
16. TOTAL,	1,292 30
18. Net addition to property account for the year,	1,292 30

Revenue for the Year.

[Operated by the Eastern R. R. Co.]

11. Rec'pts as rents for use of road and equipm't,	\$6,000 00
12. TOTAL EARNINGS,	6,000 00
16. Proportion for Massachusetts,	\$6,000 00
18. Income from rent of property other than road and equip- ment, specifying same [dwelling-house rent],	204 16
19. Income from all other sources,	22 53
20. TOTAL INCOME,	6,226 69
21. Percentage of same to capital stock and debt,	5.16
22. Percentage to means applied to constr'n, equipm't, &c.,	5.11

Expenses for the Year.

1. Taxes, state and local,	\$378 37
2. General salaries, office expenses and miscellaneous,	298 20
7. TOTAL EXPENSES,	676 57

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE EXPENSES,	\$5,550 12
3. Net income above oper'g expenses and am't p'd for rent of road,	5,550 12
4. Percentage of same to capital stock and debt,	4.60
5. Percentage to total means applied to construction, equipment, etc.,	4.56
6. Paid for interest,	1,759 50
7. Dividends declared, 2 per cent. for the year, amount,	1,940 00
8. Date of last dividend declared,	March 1, 1875.
9. Balance for the year, or surplus,	1,850 62
10. Deficit at commencement of the year,	742 65
11. TOTAL SURPLUS,	1,107 97

General Balance Sheet at Closing of Accounts, September 30, 1875.**DR.**

Construction,	\$108,413 98
Real estate,	13,340 68
Cash,	1,353 31
	<u>\$123,107 97</u>

CR.

Capital stock,	\$97,000 00
Bonds,	25,000 00
Surplus,	1,107 97
	<u>\$123,107 97</u>

Description of Road.

1. Date when opened for public use,	September, 1872.
2. Length of main line of road from Boston & Maine crossing to depot at City Wharf,	2.08 miles.
Length of main line of road in Massachusetts,	2.08 miles.
4. Length of double track on main line, . . . . .	.15 mile.
10. Total length of road belonging to this company,	2.08 miles.

11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.18 mile.	
12. Same in Massachusetts, . . . . .	.18 mile.	
13. Aggregate length of tracks belonging to this company, computed as single track,		2.41 miles.
14. Same in Massachusetts,	2.41 miles.	
21. No. of crossings of highways at grade,	4	
22. No. of crossings of highways over railroad,	3	
24. No. of highway bridges 18 feet above track,	3	
26. No. of crossings with gates or flagmen,	2	
27. Number of crossings without gates or flagmen,	2	
28. No. of railroad cross'gs at grade [Eastern R. R.],	1	
[Mileage, traffic, &c., included in the return of the Eastern R. R. Co.]		

WILLIAM H. HUSE,
B. F. ATKINSON, *Mayor*,
EDWARD F. COFFIN,
H. M. CROSS,
ALBERT CURRIER,
Directors of the Newburyport City Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, November 3, 1875. Then personally appeared William H. Huse, B. F. Atkinson, Edward F. Coffin, H. M. Cross, and Albert Currier, and severally made oath to the truth of the foregoing statement by them subscribed.

A. W. GREENLEAF, *Justice of the Peace.*

Name and Residence of Officers.

William Cushing, Newburyport, *President*.* *Directors*.—B. F. Atkinson, *Mayor*; William H. Huse, Edward F. Coffin, Henry M. Cross, Albert Currier, Moses H. Fowler,—all of Newburyport. A. W. Greenleaf, *Treasurer and Clerk*, Newburyport.

Proper Address for the Company.

NEWBURYPORT CITY RAILROAD COMPANY, NEWBURYPORT, MASS.

* Deceased.

REPORT

OF THE

NEW HAVEN & NORTHAMPTON COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$5,000,000 00
2. Capital stock authorized by votes of company,	2,600,000 00
3. Cap. st'k issued (No. of sh's, 24,600), am't p'd in,	2,460,000 00
5. Cap. st'k, <i>total am't p'd in, as per books of the Co.</i> ,	\$2,460,000 00
6. Cap. stock, <i>total amount actually realized</i> ,	2,460,000 00
7. Cap. st'k p'd in per mile of road owned by Co.,	24,845 97
9. Par value of shares, \$100; (the average price at which shares were sold, \$)	
10. Number of stockholders,	324
11. Amount of stock held in Massachusetts,	215,300 00
12. Number of stockholders in Massachusetts,	59
DEBT.	
13. Funded debt, as follows:—	
1st mort'ge bonds, due 1899, int'st, 7 per cent.,	1,278,000 00
Convertible bonds, due 1880, int'st, 6 per cent.,	400,000 00
Convertible bonds, due 1882, int'st, 6 per cent.,	484,000 00
14. Total amount of funded debt,	2,162,000 00
15. UNFUNDED DEBT, incurred for construction, equipment or purchase of property,	160,200 00
17. Other debts,—current credit balances, &c.,	22,265 43
18. <i>Total debt liabilities</i> ,	2,344,465 43
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	2,315,051 20
21. Proportion of same per mile of road,	23,381 99
22. Contingent liabilities as guarantor of bonds or debts of other corporations, specifying same: Holyoke & Westfield Railroad Bonds,	200,000 00
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$804,586 82
2. Bridging,	110,832 00
3. Superstructure, including rails,	1,126,624 58
4. Land, land damages and fences,	354,173 58
5. Pass., fr'ght and water stations, and wood-sheds,	133,643 40
6. Engine-houses, car-sheds and turn-tables[wharf],	119,309 56
7. Machine shops,	213,649 75
8. Interest paid during construction, discount, &c.,	244,773 29
9. Engineering, agencies, salaries and other expenses during construction,	80,079 79

19. Total expended for construction,		\$3,187,672 77
11. Av. cost of constr'n per mile of road built by Co.,	\$32,195 46	
12. Same per mile of single track built by com- pany, not including sidings,	32,195 46	
13. Proportion of cost of constr'n for Mass., . . .	1,050,215 99	
EQUIPMENT.		
14. Locomotives (number, 20),	251,301 96	
15. Snow-plows on wheels (number, 1),	2,253 56	
16. Passenger, mail and baggage cars (number, 28),	86,813 25	
17. Freight and other cars (number, 452),	392,351 51	
18. Machinery and tools,	55,795 38	
Excavator,	8,000 00	
19. Total for equipment,		796,515 66
20. Av. cost of equip't per mile of road operated by Co.,	7,285 42	
21. Proportion for Massachusetts,	312,836 17	
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.		
22. Hampshire & Hampden R. R., original cost, , purchased for	492,311 92	
Farmington Valley R. R., original cost, , purchased for	44,620 08	
23. Stock of the Holyoke & Westfield R. R., 200 shares, purchased for	20,000 00	
29. Other property purchased,— Expended in const'n Holyoke & Westfield R.R.,	179,685 64	
30. Total,		736,617 64
31. Property in Massachusetts (including propor- tion of equipment), ^a	521,921 81	
32. WHOLE AM'T OF PERMANENT INVESTMENTS, .		4,720,806 07
33. Proportion for Massachusetts,	1,555,324 65	
34. TOTAL PROPERTY AND ASSETS OF THE CO., .		4,808,084 31

Expenditures Charged to Property Account during the Year.		
4. Land [and fences],		\$1,061 35
5. Pass'r and fr't stations, wood-sheds and water-stations, .		13,548 67
7. New locomotives [air brakes],		325 00
11. New freight cars,		1,231 30
15. Other expenditures charged to property account,— Excess cost of steel rails, steel frogs and Wharton switches over cost of iron rails and chairs replaced,		70,497 27
16. TOTAL,		86,663 59
18. Net addition to property account for the year,		86,663 59

Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,	\$145,501 26	
4. Receipts for express,	10,800 00	
5. Receipts for mails,	17,992 82	
6. Total receipts from passenger department,	174,294 14	
7. Receipts from local freight on roads operated by this Co.,	} 396,500 92	
8. Receipts from freight from and to other roads over roads operated by this company,—		
Receipts from wharfage,		\$6,580 27
Receipts from hoisting,		13,388 60
Receipts from weighing coal,		1,937 70
		21,906 57

^a Holyoke & Westfield Railroad stock,	\$20,000 00
Expended in construction Holyoke & Westfield Railroad,	179,685 64
Lands and buildings at Northampton,	9,400 00
Proportion of equipment,	312,836 17
	\$521,921 81

10. Total receipts from fr'ght department,	\$418,407 49
11. Receipts as rents for use of road and equipment when leased,	2,462 71
12. TOTAL EARNINGS,	595,164 34
13. Earnings per mile of road operated,	\$5,443 74
14. Earnings per mile of road operated,—computed as single track, not including sidings,	5,443 74
15. Per train mile,	1.60
16. Proportion for Massachusetts,	233,754 29
20. TOTAL INCOME,	595,164 34
21. Percentage of same to capital stock and debt,	12.46
22. Percentage to means applied to construction, equipment, &c.,	12.61
Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road, exclusive of bridges and new rails,	\$72,218 97
3. Steel rails, deducting old rails sold (number of miles, 36.59 weight per yard, 60 lbs.),	22,698 38
4. Repairs of bridges,	5,097 37
5. Repairs of buildings and fixtures (stations),	5,500 56
7. Repairs of fences, road crossings and signs,	823 56
8. TOTAL,	106,338 84
9. Proportion of same to passenger department,*	\$31,270 77
10. Proportion of same to freight department,*	75,068 07
CLASS 2.—General Traffic Expenses.	
1. Taxes, state and local,	25,280 96
2. General salaries, office expenses and miscellaneous, not em- braced in classes 3 and 4,	29,945 11
3. Insurance premiums and losses by fire and damages for fires set by engines,	2,593 15
4. Repairs of locomotives,	20,652 98
8. Removing ice and snow,	5,303 20
9. Fuel for locomotives and cars—316 cords of wood, \$1,594.41 ; 7,016 tons of coal, \$41,041.12,	42,635 53
10. Water,	737 55
12. Oil and waste,	7,500 47
15. TOTAL,	134,648 95
16. Proportion belonging to passenger department,*	\$39,595 84
17. Proportion belonging to freight department,*	95,053 11
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars,	8,126 32
3. Damages and gratuities, passenger,	1,969 62
4. Salaries, wages and incidentals of passenger department,	35,600 35
6. TOTAL,	45,696 29
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars,	19,509 06
2. Repairs wharf,	830 26
3. Damages and gratnities, freight,	429 73
4. Salaries, wages and incidentals of freight department,	85,461 58
5. Paid corporations operating roads for use of freight cars,	6,335 82
6. TOTAL,	112,566 45
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	399,250 53
8. Per mile of the road operated,	\$3,651 79
9. Per mile of single track operated, not including sidings,	3,651 79
10. Per train mile,	1.07
11. Proportion for Massachusetts,	156,807 99
12. Percentage of expenses to income,	67.

* Computed on gross receipts from passenger and freight departments.

Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$195,913 81
2. Amount paid other companies as rent for use of road,— Holyoke & Westfield R. R., rent and interest on bonds,	16,263 64
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	179,650 17
4. Percentage of same to capital stock and debt,	3.76
5. Percentage to total means applied to construction, equipment, &c.,	3.76
6. Paid for interest,	157,426 17
8. Date of last dividend declared,	Oct. 6, 1873.
9. Balance for the year, or surplus,	22,224 00
10. Deficit at commencement of the year,	\$3,600 98
Net debits to profit and loss account in 1875, ^a	15,004 14
11. TOTAL SURPLUS,	18,605 12 3,618 82
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$174,294 14
2. (Total receipts per train mile, \$0.825.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	31,270 77
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	39,595 84
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	45,696 29
6. TOTAL EXPENSES,	116,562 90
7. (Total expenses per train mile, \$0.552.)	
8. NET EARNINGS,	57,731 24
9. (Net earnings per train mile, \$0.273.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$418,407 49
2. (Total receipts per train mile, \$2.824.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	75,068 07
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	95,053 11
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	112,566 45
6. TOTAL EXPENSES,	282,687 63
7. (Total expenses per train mile, \$1.908.)	
8. NET EARNINGS,	135,719 86
9. (Net earnings per train mile, \$0.916.)	
^a Balance for year,	
Deficiency last year,	\$3,600 98
Less discount on bonds account, S. D. Pardee, <i>Treasurer</i> ,	2,000 00
Less discount on New Haven & Derby R. R. account 1873 and 1874,	1,000 00
Less judgment in Durand accident case, 1873,	6,332 34
Less judgment in Hine accident case, January 30, 1873,	4,651 80
	18,635 12
	\$3,568 86
Add premium on 7 per cent. bond,	30 00
	\$3,618 86

General Balance Sheet at Closing of Accounts, September 30, 1875.

Dr.	
Grading and masonry,	\$804,586 82
Bridges,	110,832 00
Superstructure,	1,126,624 58
Land and fences,	354,173 58
Passenger and freight stations,	133,643 40
Interest paid during construction,	244,773 29
Engineering, agencies, &c.,	80,079 79
Property purchased,	536,932 00
Machine shops, &c.,	213,649 75
Wharf and coal bins,	119,309 56
Holyoke & Westfield R. R. construction account,	179,685 64
Cost of road,	<u>\$3,904,290 41</u>
Freight cars,	\$392,351 51
Passenger and baggage cars,	86,813 25
Engines and tenders,	251,301 96
Machinery in shops,	55,795 38
Steam shovel,	8,000 00
Snow-plow,	2,253 56
	<u>796,515 66</u>
Total cost of road and equipment,	\$4,700,806 07
Holyoke & Westfield Railroad stock,	20,000 00
Joel Hayden and others,	29,414 23
Materials on hand,	57,864 01
	<u>\$4,808,084 31</u>

Cr.	
Capital stock,	\$2,460,000 00
Seven per cent. bonds, due 1899,	1,278,000 00
Six per cent. bonds, due 1882,	484,000 00
Six per cent. bonds, due 1880,	400,000 00
Bills payable,	160,200 00
Coupons unpaid,	19,595 00
Dividends unpaid,	2,552 00
Balance bank and other accounts,	118 43
Income and expenditure account,	3,618 88
	<u>\$4,808,084 31</u>

Description of Road.	
1. Date when opened for public use,—	
From New Haven to Plainville,	January, 1848.
From Plainville to Granby,	February, 1850.
From Granby to Northampton,	1857.
From Northampton to Williamsburg,	February, 1868.
2. Length of main line of road from New Haven to Williamsburg,	83.88 miles.
Length of main line of road in Massachusetts,	32.62 miles.
Length of main line of road in Connecticut,	51.26 miles.
5. Branches owned by company:—	
Farmington to New Hartford (single track), length,	14.09 miles.
Simsbury to Tariffville (single track), length,	1.04 miles.

6. Total length of branches owned by company, .		15.13 miles.
8. Total length of branches owned by Co. in Conn.,	15.13 miles.	
10. Total length of road belonging to this company,		99.01 miles.
11. Aggregate length of sidings and other tracks not above enumerated,		24 miles.
12. Same in Massachusetts,	11 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track, . . .		123.01 miles.
14. Same in Massachusetts,	43.62 miles.	
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 60 lbs.)	36.63 miles.	
17. Number of spans of bridges of 25 feet and upwards,	19	
18. Number of iron bridges (ag. length, 442 feet), .	6	
19. Number of wooden bridges (aggregate length, 1,648 feet,),	13	

20.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Haydenville, . . .	Plate girder, 2 tracks, .	Iron, .	40 feet, .	Oct. and Nov., 1874.*
Easthampton, . . .	Truss deck, 1 track, .	" . .	185 " .	Oct. and Nov., 1874.*
Plainville, . . .	Truss through, 1 track, .	" . .	84 " .	Nov. and Dec., 1874.*
Southington, . . .	Plate girder, 1 track, .	" . .	44 " .	Nov. and Dec., 1874.*
Southington, . . .	Plate girder, 1 track, .	" . .	23 " .	Nov. and Dec., 1874.*

* Built by Keystone Bridge Company.

21. No. of crossings of highways at grade, . . .	137	
22. No. of crossings of highways over railroad, .	19	
23. No. of crossings of highways under railroad, .	6	
24. No. of highway bridges 18 feet above track, .	7	
25. No. of highway bridges less than 18 feet above track,	12	
26. No. of crossings with gates or flagmen, . . .	3	
27. No. of crossings without gates or flagmen, .	134	
28. No. of railroad crossings at grade, specifying each, [Hartford, Providence & Fishkill R. R. at Plainville; Connecticut Western R. R. at Simsbury and New Hartford; Boston & Albany R. R. at Westfield.]	4	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
31. Name, description and length of each,— Holyoke & Westfield Railroad, length, . . .	10.32 miles.	
32. Total length of above roads,		10.32 miles.
33. Total length of above roads in Massachusetts, .	10.32 miles.	
35. Total miles of road operated by this company,		109.33 miles.
36. Total miles of road oper'd by this Co. in Mass.,	42.94 miles.	
37. No. of stat'ns on all roads operated by this Co.,	24	
38. Same in Massachusetts,	10	
39. Miles of telegraph on line of road op'd by Co.,	98	
41. No. of telegraph offices in company's stations,	10	
No. of telegraph offices near company's stations,	4	

.



15. Total freight mileage, or tons carried one mile,	10,101,674
16. Freight mileage to and from other roads,	2,553,133
17. Highest rate of fare per mile, for any distance,	8 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	3 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	3 cents.
22. Average rate of fare per mile for <i>all</i> passengers,	2.96 cents.
23. Highest rate of freight per ton per mile, for any distance,	24 cents.
24. Lowest rate of freight per ton per mile, for any distance, . . . . .	.26 cent.
25. Av. rate of fr'ght per ton per mile on roads operated by this Co.,	3.92 cents.
27. Average number of cars in passenger trains, including baggage cars,	4
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	20
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	118.8 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	249.5 tons.
31. Number of persons regularly employed by company, including officials,	336

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	14,399
2. Passengers going to other States,	15,140
3. Passengers travelling only within this State,	151,051

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employés,	-	-	1	-	1	-
Others,	-	-	1	-	1	-

Statement of each Accident.

August 3, 1875.—Patrick Shay, a track-man, was caught on the crank of a hand-car at Easthampton, and died the next day.

August 14.—Richard Clancy, while driving a cow on the track, was struck by engine of noon freight train south, near the Catholic Church in Northampton, and killed.

CHAS. N. YEAMANS,
M. G. ELLIOTT,
GEO. J. BRUSH,
DANIEL TROWBRIDGE,
MORRIS TYLER,
H. M. WELCH,
Directors of the New Haven & Northampton Company.

STATE OF CONNECTICUT.

NEW HAVEN, ss. November 10, 1875. Then personally appeared C Yeamans, M. G. Elliott, George J. Brush, Daniel Trowbridge, Morris T H. M. Welch, and severally made oath to the truth of the foregoing : by them subscribed, to the best of their knowledge and belief.

EDWARD T. TROWBRIDGE, *Notary*

Name and Residence of Officers.

Charles N. Yeamans, *President and Superintendent*; Edward A. Ray *and Treasurer*; Matthew G. Elliott, *Register of Bonds. Directors.*—(Yeamans, Westfield, Mass.; Andrew L. Kidston, Matthew G. Elliott, M. Welch, George J. Brush, Daniel Trowbridge, Morris Tyler, Ne Conn.; Wm. Walter Phelps, New Jersey; George St. John Sheffield, City.

Proper Address for the Company.

NEW HAVEN & NORTHAMPTON COMPANY, 271 CHAPEL ST
NEW HAVEN, CONN.

REPORT

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is leased to and operated by J. Gregory Smith and others.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$2,000,000 00	
2. Capital stock authorized by votes of company,	1,500,000 00	
3. Cap. st'k issued (No. of sh's, 15,000), am't p'd in,	1,500,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,	1,500,000 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	15,000 00	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100).		
10. Number of stockholders,	274	
11. Amount of stock held in Massachusetts,	197,500 00	
12. Number of stockholders in Massachusetts,	25	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge b'ds, due 1885, int'st, 6 per cent.,	300,000 00	
2d mort'ge b'ds, due 1892, int'st, 7 per cent.,	307,500 00	
14. Total amount of funded debt,		\$607,500 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	100,000 00	
17. Other debts—current credit balances, &c.,	9,800 10	
18. Total debt liabilities,		717,300 10
19. (Amount actually received for the same),	717,300 10	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		603,249 82
21. Proportion of same per mile of road,	6,032 49	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
10. Total expended for construction, ^a		\$1,899,227 12
11. Av. cost of constr'n per mile of road built by Co.,	\$18,992 27	
12. Same per mile of single track built by company, not including sidings,	18,992 27	
13. Proportion of cost of constr'n for Mass.,	835,659 93	
EQUIPMENT.		
14. Locomotives (number, 22),	-	-
15. Snow-plows on wheels (number, 2),	-	-
16. Passenger, mail and baggage cars (number, 24),	-	-
17. Freight and other cars (number, 271),	-	-
19. Total for equipment, ^a		198,542 60

^a The items of construction, etc., appear only in accounts of New London, Willimantic & Palmer Railroad. See returns 1871, p. 193.

20. Average cost of equipment <i>per mile of road operated</i> by company,	\$1,985 42	
21. Proportion for Massachusetts,	87,358 74	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
26. Steamboat property purchased for,	75,000 00	
30. <i>Total</i> ,		\$75,000 00
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,172,769 72
33. Proportion for Massachusetts,	956,018 67	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		2,286,820 00

Expenditures Charged to Property Account during the Year.		
1. Main line, extension or alteration of road,		\$14,049 03
4. Land,		50 00
6. Engine-houses, car-sheds and turn-tables,		8,749 15
7. New locomotives,		6,500 00
9. New passenger cars,		4,600 00
15. Other expenditures charged to property account [new wharf at New London],		103,155 98
16. <i>TOTAL</i> ,		137,104 16
18. <i>Net addition to property account for the year</i> ,		137,104 16

Revenue for the Year.		
[From Lessees' Books.]		
1. Receipts from local passengers on roads operated by lessees,		\$112,187 63
2. Receipts from passengers from and to other roads over roads operated by lessees,		69,431 47
4. Receipts for express,		8,499 46
5. Receipts for mails,		11,300 00
6. <i>Total receipts from passenger department</i> ,		201,418 56
7. Receipts from local freight on roads operated by lessees,		100,590 46
8. Receipts from freight from and to other roads over roads operated by lessees,		162,161 15
10. <i>Total receipts from freight department</i> ,		262,751 61
11. Rec'pts as rents for use of road and equipm't,		36,000 00
12. TOTAL EARNINGS,		500,170 17
13. Earnings per mile of road operated,	\$5,001 70	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	5,001 70	
15. Per train mile,	1.23	
16. Proportion for Massachusetts,	\$220,074 87	
18. Income from rent of property other than road and equipm't,		4,556 11
20. TOTAL INCOME,		504,726 28
21. Percentage to capital stock and debt,	24.00	
22. Percentage to means applied to constr'n, equipm't, &c., 23.23		

Expenses of Operating the Road for the Year.		
[From Lessees' Books.]		
CLASS 1.— <i>Maintenance of Way and Buildings (charged to operating expenses).</i>		
1. Repairs of road, exclusive of bridges and new rails,		\$76,598 67
2. New iron rails, deducting old rails sold (number of miles, 11.9; weight per yard, 300 tons 56 lbs., 806 tons 60 lbs.,)		38,980 87
4. Repairs of bridges,		4,356 97
5. Repairs of buildings and fixtures (stations),		8,137 19
6. Repairs of, and additions to, machine-shops and machinery,		1,437 14
7. Repairs of fences, road crossings and signs,		2,732 50
8. <i>TOTAL</i> ,		132,243 34
9. Proportion of same to passenger department,	\$57,384 69	
10. Proportion of same to freight department,	74,858 65	

CLASS 2.—General Traffic Expenses.		
1. Taxes, state and local,		\$20,377 19
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,		12,701 67
3. Insurance premiums and losses by fire and damages for fires set by engines,		3,208 19
4. Repairs of locomotives,		16,948 67
9. Fuel for locomotives and cars, 8,244 cords of wood, cost \$45,919.08; 2,778 tons of coal, cost \$19,446.00,		65,365 08
10. Water,		543 16
11. Fuel for stations and shops,		3,228 26
12. Oil and waste,		7,167 93
13. Switchmen, watchmen, flag and signalmen,		4,132 07
15. TOTAL,		133,672 22
16. Proportion belonging to passenger department,	\$58,004.71	
17. Proportion belonging to freight department,	75,667.51	
CLASS 3.—Passenger-Train Expenses.		
1. Repairs of passenger, mail and baggage cars,		6,683 00
3. Damages and gratuities, passenger,		58 00
4. Salaries, wages and incidentals of passenger department,		36,080 82
6. TOTAL,		42,821 82
CLASS 4.—Freight-Train Expenses.		
1. Repairs of freight cars,		11,539 56
3. Damages and gratuities, freight,		1,209 24
4. Salaries, wages and incidentals of freight department,		55,257 42
6. TOTAL,		68,006 22
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		376,743 60
8. Per mile of the road operated,	\$3,767 43	
9. Per mile of single track operated, not including sidings,	3,767 43	
10. Per train mile,	0.929	
11. Proportion for Massachusetts,	165,767 18	
12. Percentage of expenses to income,	74.64	
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, ACCRUING TO LESSEES,		\$127,982 68
INCOME OF NEW LONDON NORTHERN R. R. Co. :—		
Rent received from lessees,	\$151,500 00	
Other rents,	475 00	
		151,975 00
Expenses, general expenses and taxes,		3,341 72
3. Net income,		148,633 28
4. Percentage of same to capital stock and debt,	7.06	
5. Percentage to total means applied to construction, equipment, &c.,	6.83	
6. Paid for interest,		18,512 68
7. Dividends declared, 8 per cent. for the year, amount,		120,000 00
8. Date of last dividend declared,		July 1, 1875.
9. Balance for the year, or surplus,		10,120 60
10. Surplus at commencement of the year,	69,717 20	
Less sundry acc'ts charged direct to profit and loss, 10,317 90		
		59,399 30
11. TOTAL SURPLUS,		69,519 90
Receipts, Expenses, Net Earnings, &c., of Passenger Department.		
[As per Lessees' Books.]		
1. TOTAL RECEIPTS from passenger department, as per "Revenue for the Year," No. 6,		\$201,418 56
2. (Total receipts per train mile, \$0.928.)		
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,		57,384 69

4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	\$58,004 71
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	42,821 82
6. TOTAL EXPENSES,	158,211 22
7. (Total expenses per train mile, \$0.729.)	
8. NET EARNINGS,	43,207 34
9. (Net earnings per train mile, \$0.199.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

[As per Lessees' Books.]

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$262,751 61
2. (Total receipts per train mile, \$1.394.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	74,858 65
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	75,687 51
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	68,006 22
6. TOTAL EXPENSES,	218,532 38
7. (Total expenses per train mile, \$1.16)	
8. NET EARNINGS,	44,219 23
9. (Net earnings per train mile, \$0.234.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$1,750,146 00
Improvement and new wharf accounts,	422,623 72
Sundry accounts,	77,275 98
Cash,	36,774 30
	<u>\$2,286,820 00</u>
CR.	
Capital stock,	\$1,500,000 00
Six per cent. bonds, 1st mortgage, 1885,	300,000 00
Seven per cent. bonds, 2d mortgage, 1892,	307,500 00
Bills payable,	100,000 00
Dividends unpaid,	9,412 00
Sundry accounts,	388 10
Profit and loss,	69,519 90
	<u>\$2,286,820 00</u>

Description of Road.	
1. Date when opened for public use,—	
From New London to Palmer,	1840
From Palmer to Amherst,	—
From Amherst to Miller's Falls,	1867
2. Length of main line from New London to Miller's Falls,	100 miles.
Length of main line of road in Massachusetts,	44 miles.
Length of main line in Connecticut,	56 miles.
10. Total length of road belonging to this company,	100 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	13.66 miles.
12. Same in Massachusetts,	4.12 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	113.66 m

14. Same in Massachusetts,	48.12 miles.
17. Number of spans of bridges of 25 feet and upwards,	39
18. Number of iron bridges (agg. length, 152 feet),	1
19. No. of wooden bridges (agg. length, feet, 9,003),	98

20.	BRIDGES BUILT WITHIN THE YEAR.				
	LOCATION.	Kind.	Material.	Length.	When built.
	Norwich Falls,	Clark, Reeves & Co., Truss,	{ Wrought iron,	152 feet,	August.

21. No. of crossings of highways at grade,	91	100
22. No. of crossings of highways over railroad,	4	
23. No. of crossings of highways under railroad,	4	
24. No. of highway bridges 18 feet above track,	4	
26. No. of crossings with gates or flagmen,	2	
27. No. of crossings without gates or flagmen,	89	
28. No. of railroad cross'gs at grade, specifying each,	4	
35. Total miles of road operated by lessees,		
36. Total miles of road oper'd by lessees in Mass.,	44	
37. No. of stat'ns on all roads operated by lessees,	39	
38. Same in Massachusetts,	16	
39. Miles of telegraph on line of road op'd by lessees,	100	
41. No. of telegraph offices in Co.'s stations,	15	
43. No. of telegraph offices operated jointly by railroad and telegraph company,	15	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 28 tons),	22	\$174,500 00	.22
Locomotives (maximum weight of engines in working order, 34 tons),			
2. Tenders (average weight of tenders full of fuel and water, 17 tons),	22		.22
Tenders (maximum weight of tenders full of fuel and water, 19 tons), (Average joint weight of engines and tenders, 45 tons.)			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.			
4. Total length of heaviest engine and tender over all, 51 feet.			
5. Snow-plows (average weight, 9 tons),	2	1,000 00	.02
6. Passenger cars (average weight, 19 tons),	15	62,850 00	.15
Passenger cars (maximum weight, 22 tons),			
7. Mail and baggage cars (av. weight, 15 tons),	9	25,750 00	.09
8. 8-wheel box freight cars (av. weight, 8 tons),	113	79,000 00	1.13
10. 8-wheel platform cars (av. weight, 7 tons),	138	60,822 35	1.38
12. Other cars (coal, gravel, &c.),	20	10,000 00	.20
13. Total value, . . . . .	.	\$413,982 35	

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	261	-	2.61
15. Number of locomotives equipped with train brakes,	None	-	-
16. Number of cars equipped with train brakes,	None	-	-
17. Number of passenger cars with Miller platform and buffer,	17	-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	216,887		
2. Speed of express pass'r trains, includ'g stops,	} 24 miles per hour.		
3. Speed of accommodation trains, includ'g stops,			
4. Miles run by freight trains,	180,112		
5. Speed of express freight trains, including stops,	13 miles per hour.		
6. Speed of accommod'n fr'ght trains, includ'g stops,	10 miles per hour.		
7. Miles run by other trains, and for what purpose [wood and gravel,],	8,282		
8. Total train miles run,		405,281	
9. No. of through pass'rs (whole length of road),	2,212		
10. No. of local passengers (over part of road),	284,759		
11. Total number of passengers carried,		286,971	
12. Total pass'r mileage, or pass'rs carried one mile,		4,526,574	
13. Passenger mileage to and from other roads,	1,850,415		
14. Number of tons carried,		176,619	
15. Total freight mileage, or tons carried one mile,		9,237,318	
16. Freight mileage to and from other roads,	6,843,082		
17. Highest rate of fare per mile, for any distance	10 cents.		
18. Lowest rate of fare per mile, for any distance, (single fare),	3.5 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	4.2 cents.		
20. Average rate of fare per mile received from passengers to and from other roads,	3.8 cents.		
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	4.1 cents.		
22. Average rate of fare per mile for all passengers,	4 cents.		
23. Highest rate of freight per ton per mile, for any distance,	53.8 cents.		
24. Lowest rate of freight per ton per mile, for any distance,	3 cents.		
25. Average rate of freight per ton per mile on roads operated by this company,	4.2 cents.		
26. Average rate of freight per ton per mile to and from other roads,	2.3 cents.		
27. Average number of cars in passenger trains, including baggage cars,	3		
28. Av'age No. of cars in fr't tr'ns (basis of 8 wheels),	20		
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	102 tons.		

30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	205 tons.
31. Number of persons regularly employed by company, including officials,	466

HENRY P. HAVEN,
W. W. BILLINGS,
AUGUSTUS BRANDEGEE,
ROB. COIT,

Directors of the New London Northern Railroad Company.

STATE OF CONNECTICUT.

NEW LONDON, ss. November 3, 1875. Then personally appeared Henry P. Haven, Wm. W. Billings, Augustus Brandeggee, and Robert Coit, and severally made oath to the truth of the foregoing statement by them subscribed.

JAMES H. HILL, *Notary-Public.*

Name and Residence of Officers.

Charles Osgood, *President*, Norwich, Conn.; Robert Coit, *Treasurer and Secretary*, New London, Conn.; Geo. W. Bentley, *Superintendent*, New London, Conn.

Directors.—Charles Osgood, Norwich, Conn.; Henry P. Haven, Wm. W. Billings, Wm. H. Barns, Benj. Stark, Aug. Brandeggee, Robert Coit, New London; Wm. H. Hill, Boston; Wm. Allen Butler, Fred. Taylor, New York; Thomas Ramsdell, Windham, Conn.

Proper Address for the Company.

NEW LONDON NORTHERN RAILROAD COMPANY, NEW LONDON, CONN.

REPORT

OF THE

NEW YORK & NEW ENGLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.*	
1. Capital stock authorized by charter,	\$20,000,000 00
2. Capital stock authorized by votes of company,	20,000,000 00
3. Cap. st'k iss'd (No. of sh's, 56,750, and "Berdell bonds," entitling holders to 143,250 shares; total number of shares, 200,000), am't p'd in,	- -
5. Cap. st'k, total am't p'd in [and to be paid in in "Berdell bonds"] as per books of the Co.,	\$20,000,000 00
7. Cap. st'k p'd in, per mile of road owned by Co.,†	59,523 81
9. Par value of shares, \$100 (the average price at which shares were sold, no sales).	
10. Number of stockholders [not including "Berdell bondholders"],	151
11. Amount of stock held in Massachusetts [not including "Berdell bonds"],	5,419,100 00
12. Number of stockholders in Massachusetts [not including "Berdell bondholders"],	122
[Residence of persons holding "Berdell bonds," exchangeable for stock, not known.]	
DEBT.	
15. Unfunded debt, incurred for construction, equipment or purchase of property,	826,345 28
17. Other debts—current credit balances, &c.,	107,820 58
18. Total debt liabilities,	934,165 86
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	890,934 39
21. Proportion of same per mile of road,†	2,651 56
[The property is further encumbered by about \$2,500,000 bonds secured by mortgages prior to the "Berdell mortgage," being mainly on the road from Providence, R. I., to Waterbury, Conn., which road is not in possession of this company, but is operated by trustees under said mortgages.]	

* The capital stock is fixed by the terms of the "Berdell mortgage," B., H. & E. R. R. (under which this company was organized and obtained possession), at the above sum of \$20,000,000, being the amount of B., H. & E. R. R. "Berdell bonds" then outstanding.

† Including miles operated, 139 miles.

H., P. & F. R. R., 122 "

Unfinished road, 75 "

336 miles.

Cost of Road, Equipment, and Property.*	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
10. <i>Total for construction</i> [as represented by \$20,000,000 "Berdell bonds," and amounts expended but not apportioned],	\$20,371,373 29
11. Av. cost of constr'n per mile of road built by Co.,	\$60,629 09
12. Same per mile of single track built by company, not including sidings,	58,328 91
13. Proportion of cost of constr'n for Mass.,	5,987,122 64
EQUIPMENT.	
14. Locomotives (number, 29),	206,250 00
15. Snow-plows on wheels, (number, 1),	- -
16. Passenger, mail and baggage cars (number, 72),	195,950 00
17. Freight and other cars (number, 425),	117,800 00
19. <i>Total for equipment</i> [estimated value],	520,000 00
20. Av. cost of equip't per mile of road operated by Co.,	3,741 00
21. Proportion for Massachusetts,	369,424 75
32. WHOLE AM'T OF PERMANENT INVESTMENTS,	20,891,373 29
33. Proportion for Massachusetts,	6,139,950 11
34. TOTAL PROPERTY AND ASSETS OF THE CO.,	20,973,641 30

Expenditures Charged to Property Account during the Year.	
1. Main line, extension or alteration of road,	\$74,696 61
4. Land,	2,222 40
5. Pass. and fr't stations, wood-sheds and water stations,	2,261 99
6. Engine-houses, car-sheds, and turn-tables,	493 66
7. New locomotives,	18,732 27
9. New passenger cars,	27,736 56
10. New mail and baggage cars,	2,000 00
11. New freight cars,	3,116 15
12. Machine-shops, machinery and tools,	6,244 98
15. Other expenditures charged to property account,—	
Norwood car-shops,	97,646 24
South Boston cut improvement,	14,518 55
River Street bridge,	3,540 98
Bridge at Blackstone,	140 00
16. TOTAL,	253,350 39
18. <i>Net addition to property account for the year,</i>	253,350 39

Revenue for the Year.†	
1. Receipts from local passengers on roads operated by this Co.,	\$206,092 13
2. Receipts from passengers from and to other roads over roads operated by this company,	197,656 69
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	11,154 82
4. Receipts for express,	36,800 90
5. Receipts for mails,	11,212 38
6. <i>Total receipts from passenger department,</i>	462,916 92
7. Receipts from local freight on roads operated by this Co.,	202,087 15
8. Receipts from freight from and to other roads over roads operated by this company,	245,174 32
10. <i>Total receipts from freight department,</i>	447,261 47
12. TOTAL EARNINGS,	910,178 39

* The cost of road, equipment and property to this company, as represented by the amount of outstanding B., H. & E. R. R. "Berdell bonds" at par, . . . \$20,000,000 00
And underlying liens paid to obtain possession (see balance sheet), 638,022 90
Expended for construction by this corporation (now in possession), 201,763 41
Expended for equipment by this corporation (now in possession), 51,584 98

† The statements include only the revenue from the roads from Boston to Willimantic, East Thompson to Southbridge, and Brookline to Woonsocket, the Norwich & Worcester R. R., leased to this road, reporting separately, and the road between Providence & Waterbury being operated by trustees of the H. P. & F. mortgage.

13. Earnings per mile of road operated,	\$6,548 05	
14. Earnings per mile of road operated—computed as single track, not including sidings,	5,978 18	
15. Per train mile,	1.379	
16. Proportion for Massachusetts,	646,619 53	
18. Income from rent of property other than road and equip- ment,		\$5,701 74
20. TOTAL INCOME,		915,880 13
21. Percentage to capital stock and debt,	4.38	
22. Percentage to means applied to constr'n, equip, m't &c.,	4.38	

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road exclusive of bridges and new rails [including washout at City Mills],		\$150,268 49
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 56 lbs.),		58,431 87
4. Repairs of bridges,		31,142 62
5. Repairs of buildings and fixtures (stations),		3,687 94
7. Repairs of fences, road crossings and signs,		1,277 38
8. TOTAL,		244,808 30
9. Proportion of same to passenger department,*	\$124,509 55	
10. Proportion of same to freight department,*	120,298 75	

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,		7,171 96
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,		51,191 19
3. Insurance premiums and losses by fire, and damages for fires set by engines,		6,989 25
4. Repairs of locomotives,		60,842 26
8. Removing ice and snow,		1,681 93
9. Fuel for locomotives and cars: 773 cords of wood, cost \$3,092; 11,982 tons coal, cost \$69,381.72,		72,473 72
10. Water,		8,502 25
11. Fuel for stations and shops,		2,610 48
12. Oil and waste,		6,857 85
13. Switchmen, watchmen, flag and signal men,		21,881 27
14. Telegraph expenses,		677 17
15. TOTAL,		240,879 33
16. Proportion belonging to passenger department,	\$122,511 28	
17. Proportion belonging to freight department,	118,368 05	

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,		36,140 36
3. Damages and gratuities, passenger,		679 00
4. Salaries, wages and incidentals of passenger department,		118,739 85
6. TOTAL,		155,559 21

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,		18,541 73
3. Damages and gratuities, freight,		1,266 49
4. Salaries, wages and incidentals of freight department,		98,143 04
5. Paid corporations or individuals not operating roads for use of freight cars,		7,422 01
6. TOTAL,		125,373 27
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		766,620 11
8. Per mile of the road operated,	\$5,515 25	
9. Per mile of single track operated, not including sidings,	5,035 28	
10. Per train mile,	1.161	

* Computed on *gross receipts* from passenger and freight departments.

11. Proportion for Massachusetts,	\$544,631 19
12. Percentage of expenses to income,	83.70

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$149,260 02
2. Amount paid other companies as rent for use of road,— Norwich & Worcester R. R. deficiency in its earnings to pay 10 per cent. per annum upon its capital stock,	12,153 16
3. <i>Net income above oper'g expenses and am't p'd for rent of road,</i>	137,106 86
4. Percentage of same to capital stock and debt, 0.66	
5. Percentage to total means applied to construction, equipment, &c., 0.66	
Paid for rent of property at Boston terminus,	64,063 68
6. Paid for interest,	33,567 74
9. Balance for year, or surplus,	39,475 44
11. TOTAL SURPLUS,	39,475 44

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$462,916 92
2. (Total receipts per train mile, \$1.036.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	124,509 55
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	122,511 28
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	155,559 21
6. TOTAL EXPENSES,	402,580 04
7. (Total expenses per train mile, \$0.901.)	
8. NET EARNINGS,	60,336 88
9. (Net earnings per train mile, \$0.135.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$447,261 47
2. (Total receipts per train mile, \$2.283.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	120,298 75
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	118,368 05
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	125,373 27
6. TOTAL EXPENSES,	364,040 07
7. (Total expenses per train mile, \$1.858.)	
8. NET EARNINGS,	83,221 40
9. (Net earnings per train mile, \$0.425.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.

COST OF ROAD AND EQUIPMENT.

As represented by "Berdell Bonds," at par,	\$20,000,000 00
New construction (expended by the present Co.),	201,765 41
New equipment (expended by the present Co.),	51,584 98
Receivers' certificates of indebtedness and interest and trustees' debt paid by decree of court to obtain possession,	638,022 90
	<hr/>
	\$20,891,373 29
Supplies,	39,036 54
Ledger balances due from individuals and corporations,	38,092 44
Cash,	5,139 03
	<hr/>
	\$20,973,641 30

Capital stock issued,	\$5,675,000 00	
B. H. & E. R. R. "Berdell Bonds," entitling holders to stock in this corporation,	14,325,000 00	
		\$20,000,000 00
Seven per cent. notes of 1876,		750,000 00
Notes payable,		76,345 28
Unclaimed interest (coupons on notes),		280 00
Receivers' certificates of indebtedness unpaid,		11,250 00
Ledger balances due individuals and corpora- tions,		64,393 09
Bills audited,		31,897 49
Income account,		39,475 44
		<u>\$20,973,641 30</u>

Description of Road.	
1. Date when opened for public use:—	
From Boston to Putnam, Conn.,	January, 1855.
From Putnam to Willimantic, Conn.,	August, 1872.
From East Thompson to Southbridge, Mass.,	February, 1867.
From Brookline to Woonsocket, R. I.,	October, 1863.
2. Length of main line of road from Boston to Willimantic,	85.75 miles.
Length of main line of road in Massachusetts,	51.50 miles.
Length of main line of road in Connecticut,	34.25 miles.
4. Length of double track on main line,	13.25 miles.
5. Branches owned by company:—	
Woonsocket Division, single track, length,	33.75 miles.
Dedham Branch, single track, length,	2 miles.
Southbridge Branch, single track, length,	17.50 miles.
6. Total length of branches owned by company,	53.25 miles.
7. Total length of branches owned by company in Massachusetts,	47.25 miles.
8. Total length of branches owned by company in Connecticut,	5 miles.
Total length of branches owned by company in Rhode Island,	1 mile.
10. Total length of road owned and operated by this company,*	139 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	21.47 miles.
12. Same in Massachusetts,	17.67 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	173.72 miles.
14. Same in Massachusetts,	129.67 miles.
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 60 lbs.)	6.96 miles.
17. No. of spans of bridges of 25 feet and upwards,	49
18. Number of iron bridges (agg. length, 241 feet),	4
19. No. of wooden bridges (agg. length, 7,622 feet),	65

* In computing the capital stock and debt per mile, 336 miles of road are taken for a divisor embracing:—

Length of road owned and operated,	139 miles.
Hartford, Providence & Fishkill, which is operated by trustees,	122 "
Road unfinished between Waterbury and the Hudson River,	76 "
	<u>336 miles.</u>

20.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
<i>Main Line.</i>				
Fourth Street, South Boston, .	Highway, stringer, .	Wood, .	32 feet.	October, 1874.
Fifth Street, South Boston, .	Highway, stringer, .	" .	32 "	September, 1875.
Dorchester Avenue,	" 1 sp. Howe tr. .	" .	38 "	November, 1874.
Dorchester Avenue,	" 1 sp. stringer, .	" .	14 "	September, 1875.
Harvard Street, Dorchester, .	" 1 sp. stringer, .	" .	28 "	November, 1874.
Forest Hill Avenue,	" 1 sp. stringer, .	" .	28 "	November, 1874.
Mattapan, Norfolk Street, . .	" 1 sp. lattice, .	" .	35 "	December, 1874.
Sprague Street, Dedham, . . .	R. R. 1 sp. Howe tr. .	" .	55 "	July, 1875.
Neponset River, Tilton Station, .	" 1 sp. lattice, .	" .	60 "	October, 1874.
Washout City Mills,	" 45 sp. trestle, .	" .	550 "	April, 1875.
<i>Woonsocket Division.</i>				
Medfield,	H'hw'y, 3 sp. stringer, .	Wood, .	60 feet.	November, 1874.
Charles River, Medway,	R. R. caps and stringers replaced; pile br.	" .	300 "	February, 1875.
Bellingham Station,	H'hw'y, 2 sp. stringer, .	" .	47 "	September, 1875.
<i>Southbridge Branch.</i>				
East Thompson,	R. R. 1 sp. stringer, .	Wood, .	16 feet.	September, 1875.
West Dudley,	" 1 sp. trussed, .	" .	25 "	May, 1875.
Sandersdale,	" 1 sp. stringer, .	" .	15 "	May, 1875.
Sandersdale,	" 1 sp. stringer, .	" .	15 "	September, 1875.

21. No. of crossings of highways at grade,	101	
22. No. of crossings of highways over railroad, . .	55	
23. No. of crossings of highways under railroad, .	25	
24. Number of highway bridges 18 feet above track,	7	
25. Number of highway bridges less than 18 feet above track,	48	
26. Number of crossings with gates or flagmen, . .	20	
27. Number of crossings without gates or flagmen, .	82	
28. No. of railroad cross'gs at grade [Boston, Clinton & Fitchburg Railroad,*	2	
29. No. of railroad cross'gs over other railroads [Boston & Providence R. R. at Readville; Providence & Worcester R. R. near Blackstone; Woonsocket Division at Mill River Junction],	3	
30. No. of railroad cross'gs under other railroads [Old Colony R. R. in South Boston; main line at Mill River Junction],	2	
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
31. Name, description and length of each,— Norwich & Worcester R. R., length,†	66.4 miles.	
32. Total length of above roads,		66.4 miles.
33. Total length of above roads in Massachusetts, .	17.4 miles.	
34. Total length of above roads in Connecticut, . .	49 miles.	
35. Total miles of road operated by this company,‡		139
36. Total miles of road oper'd by this Co. in Mass.,	98.75	
37. No. of stat'ns on all roads operated by this Co.,	82	
38. Same in Massachusetts,	59	
39. Miles of telegraph on line of road oper'd by Co.,	139	
41. No. of telegraph offices in company's stations, .	11	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	4	

* The main line also crosses the Norwich & Worcester Division twice at grade.

† Operated for account of this corporation.

‡ Not including Norwich & Worcester Division, 66.4 miles, which road reports separately to the Commissioners.

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 28 tons),	29	-	.209
Locomotives (maximum weight of engines in working order, 35 tons),			
2. Tenders (average weight of tenders full of fuel and water, 16 tons),	29	\$206,250 00	.209
Tenders (maximum weight of tenders full of fuel and water, 18 tons), (Average joint weight of engines and tenders, 44 tons.)			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 41 ft. 10½ in.			
4. Total length of heaviest engine and tender over all, 50 feet 6 inches.			
5. Snow-plows (average weight, tons),	1	-	.007
6. Passenger cars (average weight, 17 tons),	58	-	.417
Passenger cars (maximum weight, 22 tons),	-	172,850 00	-
7. Mail and baggage cars (av. weight, 15 tons),	14	23,100 00	.100
8. 8-wheel box freight cars (av. weight, 16,400 lbs.),	113	-	.813
9. 4-wheel box freight cars (av. weight, 6,700 lbs.),	17	51,400 00	.122
10. 8-wheel platform cars (av. weight, 14,500 lbs.),	133	-	.956
11. 4-wheel platform cars (av. weight,)	-	-	-
12. Other cars (coal, gravel, &c.),	162	66,400 00	1.165
13. Total value, . . . . .	.	\$520,000 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	351½	-	2.530
15. Number of locomotives equipped with train brakes, (Kind of brake, vacuum.)	11	-	-
16. Number of cars equipped with train brakes, (Kind of brake, vacuum.)	47	-	-
17. Number of passenger cars with Miller platform and buffer,	47	-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	446,541		
2. Speed of express pass'r trains, including stops,	25 miles per hour.		
3. Speed of accommodation trains, including stops,	20 miles per hour.		
4. Miles run by freight trains,	195,907		
5. Speed of express freight trains, including stops,	15 miles per hour.		
6. Speed of accommod'n fr'ght trains, includ'g stops,	10 miles per hour.		
7. Miles run by other trains [gravel and const'n],	17,608		
8. Total train miles run,		660,056	
9. No. of through pass'rs (whole length of road),	7,545		
10. No. of local passengers (over part of road),	1,729,253		
11. Total number of passengers carried,		1,736,798	
12. Total pass'r mileage, or pass'rs carried one mile,		18,607,127	
13. Passenger mileage to and from other roads,	7,503,052		
14. Number of tons carried,		344,509	
15. Total freight mileage, or tons carried one mile,		9,304,650	
16. Freight mileage to and from other roads,	5,707,874		

17. Highest rate of fare per mile, for any distance [over 3 miles],	5 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2.5 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.57 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.16 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.05 cents.
22. Average rate of fare per mile for <i>all</i> passengers,	2.2 cents.
23. Highest rate of freight per ton per mile, for any distance,	20 cents.
24. Lowest rate of freight per ton per mile, for any distance,	2 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	4.4 cents.
26. Average rate of freight per ton per mile to and from other roads,	4.2 cents.
27. Average number of cars in passenger trains, including baggage cars,	5
28. Av'ge No. of cars in fr't trains (basis of 8 wheels),	17
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	129 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	183 tons.
31. Number of persons regularly employed by company, including officials,	743

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	82,018
2. Passengers going to other States,	85,674
3. Passengers travelling only within this State,	1,573,563
4. Total season-ticket passengers (round trip),	265,486
5. Passengers to Boston (including season),	439,375
6. Passengers from Boston (including season),	462,307
7. Season-ticket passengers to and from Boston (one round trip daily),	158,795

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	1	1	—	1	1
Employés,	—	3	—	1	—	4
Others,	—	1	3	3	3	4

Statement of each Accident.

October 12, 1874.—Patrick Conner, a trespasser, stepped in front of an engine at Elm street, Springvale, and was killed.

fore it had stopped, fell, and was run over, and so injured that death resulted the following morning.

December 14.—Charles E. L. Wheeler, brakeman, knocked off freight train by bridge east of Mattapan; hurt about the head slightly; recovered.

December 24.—M. P. Burby, trespasser, while walking on track at Webster, was struck by freight train; slightly injured.

December 24.—John Cary, employé, sitting too near the track at East Douglas, was struck by engine of freight train, and slightly injured.

February 15. 1875.—J. P. Ordway, passenger on accommodation train that was run into while standing at Readville, claims to have been injured in the breast and knees by being thrown down across the seats of the car.

March 1.—E. Smith, fireman, and V. Joselin, baggage-master, slightly injured by train running off track at Everett station (Norwood). M. Pierce, express messenger, slightly injured in shoulder by same cause.

May 15.—Thomas Durand, a trespasser, wheeling a barrow between the tracks near First Street, South Boston, was struck by engine of accommodation train, ribs were broken, and received a scalp wound; not dangerously hurt.

July 19.—Thomas Morris, a trespasser, in trying to get upon a moving freight train at Webster (after being warned not to do so), fell, and had left arm crushed.

July 21.—Holden S. Briggs, a trespasser, walking on bridge over Providence & Worcester Railroad, west of Blackstone, was struck by engine of express passenger train and killed.

September 5.—John Gately, a trespasser, walking on the track, was struck by the engine of an approaching freight train, and received a severe fracture of the skull, from which he died.

WM. T. HART,
GEO. M. RICE,
EDWARD W. KINSLEY,
CHARLES DANA,
JAMES Y. SMITH,
F. J. KINGSBURY,
JAMES STURGIS,
G. W. BALDWIN,

Directors of the New York & New England Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 30, 1875. Then personally appeared William T. Hart, George M. Rice, Edward W. Kinsley, Charles Dana, James Y. Smith, Frederick J. Kingsbury, James Sturgis, and George W. Baldwin, Directors of the New York & New England Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

SIMON W. HATHEWAY, *Justice of the Peace.*

Name and Residence of Officers.

William T. Hart, *President*; Charles P. Clark, *General Manager*; George B. Phippen, *Treasurer*; Simon W. Hatheway, *Secretary*; H. M. Britton, *Superintendent Eastern Division*; E. H. Tucker, *Superintendent Woonsocket Division*; George H. Williams, *General Freight Agent*; A. C. Kendall, *General Ticket Agent*, all of Boston.

Proper Address for the Company.

NEW YORK & NEW ENGLAND RAILROAD COMPANY, BOSTON, MASS.

REPORT

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$15,500,000 00
2. Capital stock authorized by votes of company,	15,500,000 00
3. Cap. st'k issued (No. of sh's, 155,000), am't p'd in,	15,500,000 00
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,	\$15,500,000 00
6. Cap. stock, <i>total amount actually realized</i> ,	15,500,000 00
7. Cap. st'k p'd in per mile of road owned by Co.,	109,540 64
9. Par value of shares, \$100 (the average price at which shares were sold, \$.)a	
10. Number of stockholders,	2,791
11. Amount of stock held in Massachusetts,	1,796,400 00
12. Number of stockholders in Massachusetts,	319
DEBT.	
15. Unfunded debt incurred for construction, equipment or purchase of property,	3,000 00
17. Other debts—current credit balances, &c.,b	279,758 38
18. <i>Total debt liabilities</i> ,	282,758 38
19. (Amount actually received from the same),	282,758 38
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	None.
22. Contingent liabilities as guarantor of bonds or debts of other corporat'ns, specifying same,—Harlem River & Port Chester R. R. 6 and 7 per cent. bonds,	2,000,000 00
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
10. <i>Total expended for construction</i> ,	\$12,889,584 40
11. Av. cost of constr'n per mile of road to Co.,	\$91,092 47
12. Same per mile of single track to company, not including sidings,	48,731 89
13. Proportion of cost of constr'n for Mass.,	572,112 38
EQUIPMENT.	
14. Locomotives (number, 92),c	} —
16. Passenger, mail and baggage cars (number, 244),c	
17. Freight and other cars (number, 1,315),c	
19. <i>Total for equipment,d</i>	2,114,501 42
20. Av. cost of equip't per mile of road operated,	13,793 23
21. Proportion for Massachusetts,	80,966 26

a The capital stock of the N. Y., N. H. & H. R. R. was issued in exchange for an equal amount, share for share, of the companies which were consolidated into the N. Y., N. H. & H. R. R.

b September pay-roll and balances, since paid.

c Number includes the equipment of Shore Line.

d Not including cost Shore Line equipment.

PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.

28. Lands in Massachusetts	\$142,914 10	
Lands in New York and Connecticut,	417,360 57	
29. Other property purchased [new wharves],	128,688 31	
30. <i>Total</i> ,		\$688,962 98
31. Property in Massachusetts (including proportion of equipment),	223,880 36	
32. WHOLE AM'T OF PERMANENT INVESTMENTS ,		15,693,048 80
33. Proportion for Massachusetts,	661,746 61	
34. TOTAL PROPERTY AND ASSETS OF THE CO. ,		17,785,531 61

Expenditures Charged to Property Account during the Year.

4. Land,	\$7,729 85
5. Pass'r and fr't stations, wood-sheds and water stations,	119,743 30
11. New barges for freight car transportation,	40,590 00
15. Other expenditures charged to property account [new wharves],	31,800 78
16. TOTAL ,	199,863 93
18. <i>Net addition to property account for the year</i> ,	199,863 93

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co.,	\$1,697,940 39
2. Receipts from passengers from and to other roads over roads operated by this Co.,	1,167,233 19
4. Receipts for express,	152,903 28
5. Receipts for mails,	90,538 44
6. <i>Total receipts from passenger department</i> ,	3,108,615 30
7. Receipts from local freight on roads operated by this Co.,	763,465 71
8. Receipts from freight from and to other roads over roads operated by this company,	668,032 54
10. <i>Total receipts from freight department</i> ,	1,431,498 25
12. TOTAL EARNINGS ,	4,540,113 55
13. Earnings per mile of road operated,	\$29,615 87
14. Earnings per mile of road operated,—computed as single track, not including sidings,	15,758 81
15. Per train mile,	2.265
16. Proportion for Massachusetts,	185,008 43
19. Income from all other sources [interest],	59,409 90
20. TOTAL INCOME ,	4,599,523 45
21. Percentage of same to capital stock and debt,	29.67
22. Percentage to means applied to constr'n, equipm't, &c.,	29.31

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$319,083 42
4. Repairs of bridges,	37,793 34
5. Repairs of buildings and fixtures (stations),	88,959 56
6. Repairs of and additions to machine-shops and machinery,	15,887 67
7. Repairs of fences, road crossings and signs,	3,477 41
8. TOTAL ,	465,201 60
9. Proportion of same to passenger department,*	\$318,523 40
10. Proportion of same to freight department,*	146,678 20

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	223,643 25
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	31,828 9

* Computed on gross receipts from passenger and freight departments.

3. Insurance premiums and losses by fire and damages for fires set by engines,	\$7,002 50
4. Repairs of locomotives,	185,364 54
6. New locomotives (charged to operating expenses) [4],	38,000 00
9. Fuel for locomotives—1,536 cords of wood, cost \$12,028.14; 37,800 tons coal, cost \$237,588,	249,616 14
10. Water,	13,884 33
11. Fuel for stations and shops,	11,139 92
12. Oil and waste,	36,482 00
13. Switchmen, watchmen, flag and signal men,	102,375 82
14. Telegraph expenses,	2,240 00
15. TOTAL,	901,577 47
16. Proportion belonging to passenger department, \$617,310 00	
17. Proportion belonging to freight department, . 284,267 47	

CLASS 3.—*Passenger-Train Expenses.*

1. Repairs of passenger, mail and baggage cars,	130,068 88
2. New [15] passenger, mail and baggage cars (charged to operating expenses),	80,030 47
3. Damages and gratuities, passenger,	21,804 68
4. Salaries, wages and incidentals of passenger department,	532,265 04
6. TOTAL,	764,169 07

CLASS 4.—*Freight-Train Expenses.*

1. Repairs of freight cars,	79,810 75
3. Damages and gratuities, freight,	9,877 03
4. Salaries, wages and incidentals of freight department [including horse haulage and barge expenses],	478,429 03
5. Paid corporations or individuals not operating roads for use of freight cars,	28,333 01
6. TOTAL,	596,449 82
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	2,727,397 96
8. Per mile of the road operated,	\$17,791 25
9. Per mile of single track operated, not including sidings,	9,466 84
10. Per train mile,	1.36
11. Proportion for Massachusetts,	111,140 70
12. Percentage of expenses to income,	59.29

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,872,125 49
2. Amount paid other companies as rent for use of road,— [Shore Line Railway, \$100,000, charged against receipts of that company; operated by this company as the Shore Line Division, and the accounts kept separately; Harlem River & Port Chester R. R., interest on bonds issued, \$112,060, charged in interest account.]	
3. Net income above operat'g expenses and am't p'd for rent of road,	1,872,125 49
4. Percentage of same to capital stock and debt,	12.08
5. Percentage to total means applied to construction, equipment, &c.,	11.93
6. Paid for interest,	172,195 00
7. Dividends declared, 10 per cent. for the year, amount,	1,550,000 00
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or surplus,	149,930 49
10. Surplus at commencement of the year,	\$1,790,083 74
Carried direct to profit and loss account,—	
Premium on 1,314 shares of stock,	58,159 00
Sundries,	4,600 00
11. TOTAL SURPLUS,	1,852,842 74
	2,002,773 23

Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$3,108,615 30
2. (Total receipts per train mile, \$2.386.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	318,523 40
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	617,310 00
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	764,169 07
6. TOTAL EXPENSES,	1,700,002 47
7. (Total expenses per train mile, \$1.305.)	
8. NET EARNINGS,	1,408,612 83
9. (Net earnings per train mile, \$1.081.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$1,431,498 25
2. (Total receipts per train mile, \$2.584.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	146,678 20
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	284,267 47
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	596,449 82
6. TOTAL EXPENSES,	1,027,395 49
7. (Total expenses per train mile, \$1.855.)	
8. NET EARNINGS,	404,102 76
9. (Net earnings per train mile, \$0.729.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Railroad,	\$12,889,584 40
Equipment,	2,114,501 42
Real estate,	560,274 67
Wharves,	128,688 31
Inventory,	549,483 19
Shore Line Division, inventory and debit balance,	233,981 22
Cash and due from agents and corporations,	1,309,018 40
	\$17,785,531 61
CR.	
Capital stock,	\$15,500,000 00
Coupons unpaid,	10,765 00
Bills payable,	3,000 00
September bills, pay-rolls and balances,	268,993 38
Contingent account,	170,191 10
Profit and loss,	1,832,582 13
	\$17,785,531 61

Description of Road.	
1. Date when opened for public use,	December 28, 1848.
2. Length of main line of road from Harlem Junction to Springfield,	123 miles.
Length of main line of road in Massachusetts,	5.87 miles.
Length of main line of road in Connecticut,	102 miles.
Length of main line of road in New York,	15.13 miles.
4. Length of double track on main line,	123 miles.

5. Branches owned by company,—	
New Britain Branch (single track), length, .	3 miles.
Middletown Branch (single track), length, .	10 miles.
Suffield Branch (single track), length, .	4.5 miles.
Hartford Freight Branch (single track), length, .	1 mile.
6. Total length of branches owned by company, .	18.5 miles.
8. Total length of branches owned by Co. in Conn.,	18.5 miles.
10. Total length of road belonging to this company,	141.5 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	49.14 miles.
12. Same in Massachusetts,	3.32 miles.
13. Aggregate length of tracks belonging to this company computed as single track, . .	313.64 miles.
14. Same in Massachusetts,	15.06 miles.
15. Total length of steel rails in tracks belonging to this company,	227.51 miles.
(Weight per yard, 62 lbs.)	
16. Total length of steel-top rails in tracks belonging to this company,	24.46 miles.
(Weights per yard, 58 and 62 lbs.)	
17. No. of spans of bridges of 25 feet and upwards,	61
18. No. of iron bridges (ag. length, 3,564 feet), .	20
19. No. of wooden bridges (ag. length, 5,617 feet), .	46
No. of stone arch bridges (ag. length, 2,586 feet),	13

20.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Middletown Branch, .	1 Howe truss, .	Wood, . . .	105 feet, . . .	1875.
" " " " "	1 pile, . . .	" " "	308 feet, . . .	1875.

21. No. of crossings of highways at grade,	215
22. No. of crossings of highways over railroad,	51
23. No. of crossings of highways under railroad,	18
24. No. of highway bridges 18 feet above track,	10
25. No. of highway bridges less than 18 feet above track,	35
26. No. of crossings with gates or flagmen,	22
No. of electric signals,	7
27. No. of crossings without gates or flagmen,	184
28. No. of railroad crossings at grade [Housatonic R. R., Shore Line R. R., and Hartford, Providence & Fishkill R. R.],	3

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

31. Name, description and length of each,—	
Shore Line Railway, length,	50 miles.
Harlem River & Port Chester Railroad (double track), length,	11.80 miles.
32. Total length of above roads,	61.80 miles.
34. Total length of above roads in Connecticut,	50 miles.
Total length of above roads in New York,	11.80 miles.
35. Total miles of road operated by this company, ^a	203.30 miles.
36. Total miles of road oper'd by this Co. in Mass.,	5.87 miles.
37. No. of stat'ns on all roads operated by this Co.,	83
38. Same in Massachusetts,	3
39. Miles of telegraph on line of road op'd by Co.,	188.5
41. No. of telegraph offices in Co.'s stations,	47
42. No. of telegraph stations operated by this Co.,	11
43. No. of telegraph stations operated jointly by railroad and telegraph company,	4

^a This includes Shore Line, 50 miles, the accounts of which are kept separately ; computations are therefore based on 153.3 miles.

Rolling Stock.

	Total number.*	Value.	No. per mile road operated.†
1. Locomotives (average weight of engines in working order, 32 tons), Locomotives (maximum weight of engines in working order, 35.13 tons),	92	\$730,050 00	.452
2. Tenders (average weight of tenders full of fuel and water, 22 tons), Tenders (maximum weight of tenders full of fuel and water, 22.5 tons), (Average joint weight of engines and tenders, 54 tons),			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, 45 feet.	92	177,100 00	.452
4. Total length of heaviest engine and tender over all, 53 feet.			
6. Passenger cars (average weight, 36,000 lbs.), Passenger cars (maximum weight, 57,030 lbs.),	182	728,000 00	.895
7. Mail and baggage cars (av. weight, 30,000 lbs.),	62	113,000 00	.305
8. 8-wheel box freight cars (av. weight, 16,000 lbs.),	444	288,600 00	2.184
9. 4-wheel box freight cars (av. weight, 7,000 lbs.),	7	1,750 00	.030
10. 8-wheel platform cars (av. weight, 12,500 lbs.),	679	356,600 00	3.340
12. Other cars (coal, gravel, &c.),	185	68,000 00	.909
13. Total value,	.	\$2,463,100 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	1,223	-	-
15. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)	56	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	241	-	-
17. Number of passenger cars with Miller platform and buffer,	244	-	-

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	1,302,860
2. Speed of express pass'r trains, including stops,	30 and 35 miles per hour.
3. Speed of accommodation trains, including stops,	28 miles per hour.
4. Miles run by freight trains,	553,884
6. Speed of accommod'n fr'ght trains includ'g stops,	15 miles per hour.
7. Miles run by other trains, and for what purpose [road repairs],	147,318
8. Total train miles run,	2,004,062
9. No. of through pass'rs (whole length of road),	199,610
10. No. of local pass'rs (over part of road),	3,834,629
11. Total number of passengers carried,	4,034,239
12. Total pass'r mileage, or pass'rs carried one mile,	123,003,659
13. Passenger mileage to and from other roads,	40,820,765
14. Number of tons carried,	827,832

* Including the equipment of Shore Line Division, which is merged with the other equipment, and its identity is lost.

† Including the Shore Line Division of 50 miles.

15. Total freight mileage, or tons carried one mile,	34,936,946
16. Freight mileage to and from other roads [in Massachnsetts],	257,276
17. Highest rate of fare per mile, for any distance,	5 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2.24 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.81 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.79 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	.56 cent.
22. Average rate of fare per mile for all passengers,	2.28 cents.
23. Highest rate of freight per ton per mile, for any distance,	\$1.40 1 mile.
24. Lowest rate of freight per ton per mile, for any distance,	1.23 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	4.38 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.45 cents.
27. Average number of cars in passenger trains, including baggage cars,	6
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	23
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	145 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	235 tons.
31. Number of persons regularly employed by company, including officials,	2,090

Classification of Business.				
PASSENGERS.				
1. Passengers coming from other States,	.	.	.	237,112
2. Passengers going to other States,	.	.	.	231,446
3. Passengers travelling only within this State,	.	.	.	11,498
4. Total season-ticket passengers (round trip),	.	.	.	490,651

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employés,	-	-	1	1	1	1
Others,	-	-	-	2	-	2

Statement of each Accident.

December 16, 1874.—A tramp, name unknown, was struck by a freight train, near Pecowsic, and was slightly injured.

December 21.—Daniel Sullivan, an employé of this company, in attempting

to climb over a coal train in motion at Springfield, had one of his feet caught between the bunters, and was badly injured.

March 2, 1875.—John Cusick, a brakeman in this company's employ, was killed in attempting to get on a freight train in motion in the freight yard at Springfield.

March 27.—John Sullivan, a tramp, was struck by a locomotive near Springfield, and was considerably injured.

WM. D. BISHOP,
E. M. REED,
WILSON G. HUNT,
N. WHEELER,
E. H. TROWBRIDGE,
AB'M R. VAN NEST,
AUGUSTUS SCHELL,

Directors of the New York, New Haven & Hartford Railroad Co.

STATE OF NEW YORK.

NEW YORK, ss. November 3, 1875. Personally appeared William D. Bishop, E. M. Reed, Wilson G. Hunt, N. Wheeler, E. H. Trowbridge, Ab'm R. Van Nest and Augustus Schell, and severally made oath to the truth of the foregoing statement by them subscribed.

E. C. ROBINSON, *Notary-Public, N. Y. Co.*

Name and Residence of Officers.

Wm. D. Bishop, *President*, Bridgeport, Conn.; E. M. Reed, *Vice-President*, New Haven, Conn.; John T. Shelton, *Treasurer*, Bridgeport, Conn.; Edward J. Sanford, *Secretary*, New Haven, Conn.

Directors.—W. D. Bishop, Nath'l Wheeler, Bridgeport, Conn.; E. M. Reed, E. H. Trowbridge, Geo. H. Watrous, New Haven, Conn.; Wilson G. Hunt, C. Vanderbilt, Geo. N. Miller, A. R. Van Nest, Augustus Schell, New York; Chester W. Chapin, Springfield; Henry C. Robinson, C. M. Pond, Hartford, Conn.

Proper Address for the Company.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
Grand Central Depot, 4th Avenue and 42d Street, NEW YORK CITY.

REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$3,025,000 00
2. Capital stock authorized by votes of company,	3,025,000 00
3. Cap. st'k issued (No. of sh's, 26,044); am't p'd in, ^a	2,604,400 00
5. Cap. st'k, total am't p'd in as per books of the Co., ^a	\$2,604,400 00
6. Cap. st'k, total amount actually realized,	2,604,400 00
7. Cap. st'k paid in per mile of road owned by Co.,	39,222 89
8. Cap. st'k, No. of sh's iss'd not entitled to div'ds,	190
9. Par value of shares, \$100 (the average price at which 2,000 shares were sold by the company), \$118.00.	
10. Number of stockholders,	611
11. Amount of stock held in Massachusetts,	1,984,900 00
12. Number of stockholders in Massachusetts,	512
DEBT.	
13. Funded debt as follows:—	
1st mort'ge b'ds, due July 1, 1877, int't 6 per ct.,	400,000 00
3d mort'ge b'ds, due July 1, 1877, int't 7 per ct.,	150,000 00
14. Total amount of funded debt,	550,000 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	59,497 87
16. Unfunded debt incurred for any other special purpose [steel rails],	38,619 48
17. Other debts—current credit balances, &c.,	26,777 38
18. Total debt liabilities,	674,894 73
19. (Amount actually received from the same),	674,894 73
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	180,752 67
21. Proportion of same per mile of road,	2,722 18
22. Contingent liabilities as guarantor of bonds or debts of other corporat'ns,—	
Endorsement of note of Nor. and New York Transportation Co., at 4 months, for,	25,000 00
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$614,529 92
2. Bridging,	32,750 59
3. Superstructure, including rails,	357,181 48
4. Land, land damages and fences,	142,591 71

^a This does not include \$400,000 held by state treasurer, or \$19,000 held by G. C. Perkins, trustee, both amounts being issued only for collateral security; but it does include \$6,600 old stock outstanding which is supposed to have been lost, and on which no dividends are declared. Total stock outstanding by balance sheet is \$3,023,400.

5. Pass., fr'ght and water stations and wood-sheds,	\$49,168 93	
8. Interest paid during construction, discount, &c.,	1,198,260 50½	
9. Engineering, agencies, salaries and other ex- penses during construction,	69,499 50½	
10. <i>Total expended for construction,a</i>		\$2,463,982 64
11. Av. cost of constr'n per mile of road built by Co.,	41,066 37	
12. Same per mile of single track built by com- pany, not including sidings,	41,066 37	
13. Proportion of cost of construction for Mass., .	821,327 54	
EQUIPMENT.		
14. Locomotives, (number, 21),	75,540 44	
15. Snow-plows on wheels (number, 1,)	—	—
16. Passenger, mail and baggage cars (number, 22),	31,524 88	
17. Freight and other cars (number, 742),	42,646 25	
19. <i>Total for equipment,b</i>		149,711 57
20. Av. cost of equip't per mile of road operated by Co.,	2,495 19	
21. Proportion for Massachusetts,	47,570 52	
PROPERTY PURCHASED AND ON HAND, NOT IN- CLUDED IN THE FOREGOING ACCOUNTS.		
22. Allyn's Point branch, original cost purchased for,	177,544 29	
Junction with N. L. N. road at Norwich,	54,941 67	
Winthrop's Point Land,	9,733 80	
Viaduct at Worcester in process of construction,	74,201 68	
Laurel Hill Tunnel and iron bridge in process of construction,	16,636 17	
25. Other securities, viz.,— New shops and engine-house,	155,372 57	
New wharf,	110,949 17	
26. Steamboat property, N. & N. Y. Transportation Co., nominal amount,	270,000 00	
28. Lands in Mass., not used for the business of road, 5,267 feet in Worcester,	2,924 58	
29. Other property purchased,— 100 new dump coal cars,	30,039 10	
30. <i>Total,</i>		902,343 03
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS, .	3,516,037 24	
33. Proportion for Massachusetts,	921,371 23	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,c		
35. Am. of sink'g fund, for payment of Mass. loan of \$400,000,	384,500 00	4,102,089 81

Expenditures Charged to Property Account during the Year.	
11. New freight cars [dump cars],	\$30,039 10
15. Other expenditures charged to property account,— Viaduct at Worcester,	41,709 64
Laurel Hill Tunnel and iron bridge,	16,636 17
16. TOTAL,	88,384 91
18. <i>Net addition to property account for the year,</i>	88,384 91
Revenue for the Year.	
1. Receipts from local passengers on roads operated by Co., .	\$165,684 21
2. Receipts from passengers from and to other roads over roads operated by this company,	81,504 91
4. Receipts for express,	\$20,433 03
5. Receipts for mails,	5,100 00

a Representing cost of about 60 miles of road.

b Representing cost of old equipment.

c Not including \$419,000 capital stock issued for collateral security and debited to the holders on the books of the company.

6. Total receipts from passenger department,	\$272,722 15
7. Receipts from local freight on roads operated by this Co.,	237,216 58
8. Receipts from freight from and to other roads over roads operated by this company,	186,976 78
10. Total receipts from freight department,	424,193 36
11. Balance of receipt as rents for use of road and equipment, when leased,	11,133 78
12. TOTAL EARNINGS,	708,049 29
13. Earnings per mile of road operated,	\$10,663 39
14. Earnings per mile of road operated,—computed as single track, not including sidings,	10,663 39
15. Per train mile,	1.906
16. Proportion for Massachusetts,	185,543 03
19. Income from all other sources,—	
Sinking fund accretion,	20,500 00
Income from rental,	890 92
20. TOTAL INCOME,	729,440 21
21. Percentage of same to capital stock and debt,	26.19
22. Percentage to means applied to constr'n, equipm't, etc.,	20.74

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road exclusive of bridges and new rails,	\$33,077 10
2. New iron rails, deducting old rails sold (number of miles, 1.74; weight per yard, 58 lbs.),	4,991 98
3. Steel rails, deducting old rails sold (number of miles, 5.3; weight per yard, 60 lbs.),	38,619 48
4. Repairs of bridges,	3,767 01
5. Repairs of buildings and fixtures (stations),	7,057 28
6. Repairs of, and additions to, machine-shops and machinery,	5,992 70
7. Repairs of fences, road crossings and signs,	8 88
8. TOTAL,	93,514 43
9. Proportion of same to passenger department,	\$36,594 76
10. Proportion of same to freight department,*	56,919 67

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	2,100 70
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	29,929 72
[General salaries, \$11,257.18; gas, \$949.40; printing, \$2,188.38; legal, \$178; miscellaneous, \$15,416.76.]	
3. Insurance premiums and losses by fire, and damages for fires set by engines,	4,220 10
4. Repairs of locomotives,	24,259 62
8. Removing ice and snow,	1,687 39
9. Fuel for locomotives and cars: cords of wood, cost \$; tons of coal, cost \$	42,500 81
11. Fuel for stations and shops [included in No. 9],	-
12. Oil and waste,	5,318 91
13. Switchmen, watchmen, flag and signal men,	9,114 62
15. TOTAL,	125,191 87
16. Proportion belonging to passenger department,	\$48,991 01
17. Proportion belonging to freight department,	76,200 86

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	13,391 82
4. Salaries, wages and incidentals of passenger department,	51,667 70
6. TOTAL,	65,059 52

* Computed on gross receipts from passenger and freight departments.

CLASS 4.— <i>Freight-Train Expenses.</i>	
1. Repairs of freight cars,	\$34,931 63
3. Damages and gratuities, freight,	2,913 28
4. Salaries, wages and incidentals of freight department,	112,831 55
6. TOTAL,	150,676 46
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	434,442 28
8. Per mile of the road operated,	\$6,542 80
9. Per mile of single track operated, not including sidings,	6,542 80
10. Per train mile,	1.17
11. Proportion for Massachusetts,	113,844 80
12. Percentage of expenses to income,	59.5
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$294,997 93
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	294,997 93
4. Percentage of same to capital stock and debt,	10.59
5. Percentage to total means applied to construction, equipment, etc.,	8.39
6. Paid for interest,	11,239 65
7. Dividends declared 10 per cent. for the year, amount,	259,780 00
8. Date of last dividend declared,	July 10, 1875.
9. Balance for the year, or surplus,	23,978 28
10. Surplus at commencement of the year,	798,816 80
11. TOTAL SURPLUS,	822,795 08
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$272,722 15
2. (Total receipts per train mile, \$1.685.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	36,594 76
4. Expenses, proportion of " <i>General-Traffic Expenses</i> ," as per Class 2, No. 16,	48,991 01
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	65,059 52
6. TOTAL EXPENSES,	150,645 29
7. (Total expenses per train mile, \$0.931)	
8. NET EARNINGS,	122,076 86
9. (Net earnings per train mile, \$0.754.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$424,193 36
2. (Total receipts per train mile, \$2.079.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	56,919 67
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	76,200 86
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	150,676 46
6. TOTAL EXPENSES,	283,796 99
7. (Total expenses per train mile, \$1.391.)	
8. NET EARNINGS.	140,396 37
9. (Net earnings per train mile, \$0.688.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Railroad,	\$2,613,694 21	
Extension railroad,	177,544 29	
Junction railroad,	54,941 67	
Stock Nor. & New York Trans. Co.,	270,000 00	
Surplus real estate,	2,924 58	
Expenses, second track to New London,	5,033 80	
Expenses, land at Winthrop's Point,	4,700 00	
New shops,	155,372 57	
New wharf,	110,949 17	
		<hr/>
		\$3,395,160 29
Inventory,		91,910 51
Railroad viaduct at Worcester,	\$74,201 68	
H. A. Bennett (Laurel Hill Tunnel),	14,497 87	
New dump coal cars,	30,039 10	
Laurel Hill Tunnel and iron bridge,	2,138 30	
Boston & Albany R. R. Co., special,	2,092 72	
G. W. Fuller,	3,250 00	
Prov. & Worc. R. R. Co.,	24 04	
Boston & Albany R. R. Co.,	18 26	
Thames Nat. Bank coupon, special,	1,085 00	
New court house,	1 90	
Hartford, Prov. & Fishkill R. R. Co.,	147 99	
New London Northern R. R. Co.,	13 75	
E. E. Andrews, Agent,	2,964 56	
D. K. Prior, Agent,	599 15	
D. S. Shumway, Agent,	1,091 58	
F. B. Johnson, Agent,	51 16	
J. F. French, Agent,	316 35	
M. W. Robinson, Agent,	349 96	
E. L. Bancroft, Agent,	6 55	
Worc. Junction expenses,	383 55	
T. W. Hammond, Treasurer,	1,930 45	
Post-Office department,	162 20	
Pierce & Bard,	347 74	
Thames Nat. Bank,	70,744 42	
A. H. Vaughn & Son,	304 39	
Steere & Edmunds,	7 50	
J. E. Edmunds,	56 25	
New York & Boston Air Line,	372 93	
New York & New England R. R. Co.,	21,513 88	
Boston, Clinton & Fitchburg R. R. Co.,	594 00	
N. Washburn, Steel Tire Works,	215 40	
P. J. Turner & Co.,	13 75	
Concord R. R. Co.,	262 69	
Cheshire R. R. Co.,	28 00	
Patrick O'Brien,	15 00	
Portland & Rochester R. R. Co.,	385 06	
Boston, Concord & Montreal R. R. Co.,	150 55	
		<hr/>
Amounts carried forward,	\$230,377 68	\$3,487,070 80

Amounts brought forward,	.	.	.	.	\$230,377 68	\$3,487,070 80
Boston, Lowell & Nashua R. R. Co.,	.	.	.	.	82 84	
Boston, Barre & Gardner R. R. Co.,	.	.	.	.	3 20	
E. F. Parker,	.	.	.	.	11 76	
Central Vermont R. R. Co.,	.	.	.	.	43 53	
						230,519 01
Commissioners of sinking fund,	.	.	.	.	\$384,500 00	
State of Massachusetts in trust,	.	.	.	.	400,000 00	
G. L. Perkins, Treasurer,	.	.	.	.	19,000 00	
						803,500 00
						\$4,521,089 81

	CR.	
Capital stock,	.	\$3,023,400 00
Massachusetts loan,	\$400,000 00	
Construction bonds,	150,000 00	
Bills payable,	98,117 35	
		648,117 35
Special account, 33d, 34th and 35th dividend preferred stock,	\$165 00	
Special account, 4th dividend preferred stock,	45 00	
Special account, 29th, 30th and 32d dividend preferred stock,	265 00	
Special account, 5th and 6th dividend preferred stock,	190 00	
Special account, 13th dividend preferred stock,	1,020 00	
Special account, 14th dividend preferred stock,	260 00	
Special account, 17th, 22d and 23d dividend preferred stock,	1,279 00	
New London Northern R. R. Co.,	19,501 78	
Interest on railroad bonds, No. 5,	1,085 00	
Interest on construction bonds,	2,625 00	
G. L. Perkins, Treasurer,	282 60	
Erastus Hammett,	35 00	
John Robbins,	24 00	
		26,777 38
Profit and loss,	133,370 92	
Sinking fund,	384,500 00	
Steamboat stock, expenses and receipts,	304,924 16	
		822,795 08
		\$4,521,089 81

Description of Road.	
1. Date when opened for public use,	March, 1840.
2. Length of main line of road,—	
From Norwich to Worcester,	59.4 miles.
Length of main line of road in Massachusetts,	17.4 miles.

Length of main line of road in Connecticut, .	42 miles.	
Allyn's Point, single track, length,	7 miles.	
6. Total length of branches owned by company, .		7 miles.
8. Total length of branches owned by company in Connecticut,	7 miles.	
10. Total length of road belonging to this company,	66.4 miles.	
11. Aggregate length of sidings and other tracks not above enumerated,	13.6 miles.	
12. Same in Massachusetts,	4.1 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track, . . .		80 miles.
14. Same in Massachusetts,	21.5 miles.	
15. Total length of steel rails in tracks belonging to this company,	6.8 miles.	
(Weights per yard, 60 lbs.)		
17. No. of spans of bridges of 25 feet and upwards,	22	
18. Number of iron bridges (agg. length, 198 feet),	8	
19. No. of wooden bridges (agg. length, 2,707 feet),	19	
21. No. of crossings of highways at grade, . .	61	
21. No. of crossings of highways over railroad, .	4	
23. No. of crossings of highways under railroad, .	6	
24. No. of highway bridges 18 feet above track, .	2	
25. No. of highway bridges less than 18 feet above track,	4	
26. No. of crossings with gates or flagmen, . .	9	
27. No. of crossings without gates or flagmen, .	52	
28. Number of railroad crossings at grade, specifying each,	4	
[B. & A., N. Y. & N. E. (2), H. P. & F.		
35. Total miles of road operated by this company,		66.4
36. Total miles of road oper'd by this Co. in Mass.,		17.4
37. No. of stat'ns on all roads operated by this Co.,	24	
38. Same in Massachusetts,	9	
40. Miles of telegraph owned by this company, .	7	
41. No. of telegraph offices in company's stations,	7	
42. No. of telegraph stations operated by this Co.,	2	
43. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	1	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 25 tons), Locomotives (maximum weight of engines in working order, 31 tons),	21	\$212,131 06	.316
2. Tenders (average weight of tenders full of fuel and water, 15 tons), Tenders (maximum weight of tenders full of fuel and water, 17 tons), (Average joint weight of engines and tenders, 40 tons.)				21	.316
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 40 ft. 8 in.)			
4. (Total length of heaviest engine and tender over all, 49 ft. 6 in.)			

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
5. Snow-plows (average weight	1	65,056 75	.015
6. Passenger cars (average weight	15		.225
7. Mail and baggage cars (av. weight, lbs.),	7		.105
8. 8-wheel box freight cars (av. weight, lbs.),	226	373,968 50	3.39
9. 4-wheel box freight cars (av. weight, lbs.),	30		.45
10. 8-wheel platform cars (av. weight, lbs.),	178		2.67
12. Other cars (coal) [4 wh'ls], av weight, lbs.,	308		4.62
13. Total value,		\$651,176 31	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	573	—	8.595
15. No. of locomotives equipped with train brakes,	1	—	—
16. Number of cars equipped with train brakes, (Kind of brake, Smith's vacuum),	4	—	—
17. Number of passenger cars with Miller platform and buffer,	11		—
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		161,797	
2. Speed of express passenger trains, includ'g stops,	30 miles.		
3. Speed of accommodation trains, including stops,	22 to 25 miles per hour.		
4. Miles run by freight trains,	203,984		
5. Speed of express freight trains, including stops,	17 miles.		
6. Speed of accommod'n freight trains, includ'g stops,	15 miles.		
7. Miles run by other trains, [repairs],	5,503		
8. Total train miles run,			371,284
9. No. of through pass'rs (whole length of road),	21,174		
10. No. of local passengers (over part of road),	355,066		
11. Total number of passengers carried,			376,240
12. Total pass'r mileage, or pass'rs carried one mile,			6,478,275
13. Passenger mileage to and from other roads,	2,141,975		
14. Number of tons carried,			265,044
15. Total freight mileage, or tons carried one mile,			9,480,923
16. Freight mileage to and from other roads,	4,480,624		
17. Highest rate of fare per mile, for any distance,	5.50 cents.		
18. Lowest rate of fare per mile, for any distance (single fare),	3.33 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.50 cents.		
20. Average rate of fare per mile received from passengers to and from other roads,	3.75 cents.		
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	9 mills.		
22. Average rate of fare per mile for all passengers,	3.25 cents.		
23. Highest rate of freight per ton per mile, for any distance,	30 cents.		
24. Lowest rate of freight per ton per mile, for any distance,	2.50 cents.		
25. Average rate of freight per ton per mile on roads operated by this company,	4.40 cents.		

26. Average rate of freight per ton per mile to and from other roads,	2.33 cents.
27. Average number of cars in passenger trains, including baggage cars,	3.50
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	23
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	97 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	231 tons.
31. Number of persons regularly employed by company, including officials,	371

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	46,473
2. Passengers going to other States,	54,189
3. Passengers travelling only within this State,	96,124
4. Total season-ticket passengers (round trip),	175

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employés,	-	-	-	-	-	-
Others,	-	-	1	-	1	-

Statement of each Accident.

November 18, 1874.—Patrick Judge, a laborer for Washburn Iron Co., Worcester, supposed insane, stepped on track ahead of locomotive of Webster special, at about 6.45 P.M., at Tracy's Crossing. Was struck by locomotive and killed; 73 years of age.

A. F. SMITH,
JOHN F. SLATER,
FRANCIS H. DEWEY,
GEORGE W. GILL,
CHARLES W. SMITH,
ROBERT BAYARD,
WM. F. WELD,
EDW. L. DAVIS,
CHARLES MERIAM,

Directors of the Norwich & Worcester Railroad Company.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. NORWICH, Oct. 28, 1875. Then personally appeared A. F. Smith, *President*, and G. L. Perkins, *Treasurer*, of the Norwich and Worcester Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

H. L. PARKER, *Notary-Public*.

Name and Residence of Officers.

Alba F. Smith, *President*, Norwich, Conn.; George L. Perkins, *Treasurer*, Norwich, Conn.; P. St. M. Andrews, *Superintendent*, Norwich, Conn.; Edw. T. Clapp, *Secretary*, Norwich, Conn.; Ebenezer F. Parker, *Master Transportation*, Norwich, Conn.; George A. Harris, *Chief Freight Clerk*, Norwich, Conn.

Proper Address for the Company.

NORWICH AND WORCESTER RAILROAD COMPANY, NORWICH, CONN.

REPORT
OF THE
NORTH BROOKFIELD RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[This road is now in process of construction.]

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$100,000 00
2. Capital stock authorized by votes of company,	100,000 00
3. Cap. st'k issued (No. of sh's,), am't p'd in,	None.
4. Cap. st'k p'd in on sh's not iss'd (No. sh's, 1,000),	29,970 00
5. Cap. st'k, total am't p'd in,	\$29,970 00
9. Par value of shares \$100, and sold at par.	
10. Number of shareholders,	54
11. Number of shareholders in Massachusetts,	54
Cost of Road, Equipment, and Property.	
1. Grading and masonry,	\$7,185 30
2. Bridging,	1,326 12
3. Superstructure, including rails, ties, &c.,	2,150 00
4. Land, land damages and fences,	11,516 00
8. Interest paid during construction,	2 39
9. Engineering, agencies, salaries, and other ex- penses,	2,260 02
10. Total expended for construction,	\$24,439 83

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Paid contractor for grading and masonry,	\$7,185 30
“ “ bridging,	1,326 12
“ “ superstructure,	2,150 00
“ “ fencing,	532 00
Paid for land and land damages,	10,984 00
Paid engineering, agencies, salaries, &c.,	2,260 02
Paid interest,	2 39
Cash on hand,	5,530 17
	\$29,970 00
CR.	
Capital stock paid in,	\$29,970 00

BONUM NYE,
FREEMAN WALKER,
CURTIS STODDARD,
W. H. MONTAGUE,
JOHN B. DEWING,
WARREN TYLER,
GEO. C. LINCOLN,
THEODORE C. BATES,
LIBERTY STONE,
Directors of the North Brookfield Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December 17, 1875. Then personally appeared Bonum Nye, Freeman Walker, Curtis Stoddard, William H. Montague, John B. Dewing, Warren Tyler, George C. Lincoln, Theodore C. Bates, and Liberty Stone, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge and belief.

CHAS. W. ADAMS, *Justice of the Peace.*

Name and Residence of Officers.

Bonum Nye, *President*; Alden Batcheller, *Vice-President*; Charles Adams, Jr., *Treasurer*; Theo. C. Bates, *Clerk*,—all of North Brookfield. *Directors*.—A. H. Batcheller, Boston; Alden Batcheller, Wm. H. Montague, Freeman Walker, John Hill, Geo. C. Lincoln, Theo. C. Bates, Bonum Nye, Charles Adams, Jr., Curtis Stoddard, Liberty Stone, Warren Tyler, John B. Dewing,—all of North Brookfield.

REPORT

OF THE

OLD COLONY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$7,949,980 00
2. Capital stock authorized by votes of company,	7,949,980 00
3. Cap. st'k iss'd (No. of sh's, 67,338) am't paid in,	6,733,800 00
5. Cap. st'k, <i>total am't p'd in as per books of the Co.,</i>	\$6,733,800 00
6. Cap. stock, <i>total amount actually realized,*</i>	6,808,660 99
7. Cap. st'k p'd in per mile of road owned by Co.,	25,409 60
8. Cap. st'k, No. sh's iss'd not entitled to dividends,	407
9. Par value of shares, \$100 (the average price at which shares were sold, \$101.11+).	
10. Number of stockholders,	4,020
11. Amount of stock held in Massachusetts,	6,130,700 00
12. Number of stockholders in Massachusetts,	3,726
DEBT.	
14. Total amount of funded debt,	4,948,500 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	929,405 39
17. Other debts—current credit balances, &c.,	16,891 87
18. <i>Total debt liabilities,</i>	5,894,797 26
19. (Amount actually received from the same,)	5,924,978 93
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	5,008,895 10
21. Proportion of same per mile of road,	18,900 77
22. Contingent liabilities as guarantor of bonds or debts of other corporations [bonds of South Shore R. R. Co., due Oct. 1, 1881],	125,000 00
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$2,325,958 62
2. Bridging [and wharves],	714,322 05
3. Superstructure, including rails,	2,382,462 58
4. Land, land damages and fences,	1,899,347 31
5. Pass., fr'ght and water-stations and wood-sheds,	1,045,437 72
6. Engine-houses, car-sheds and turn-tables,	281,015 62
7. Machine shops,	134,270 02
8. Interest paid during construction, discount, &c.,	205,228 54
9. Engineering, agencies, salaries, and other expenses during construction,	687,621 18
10. <i>Total expended for construction,</i>	\$9,675,663 64

* Of the stock of the Old Colony R. R., 554 shares were issued in payment for the Easton Branch R. R., carried into construction account at \$55,400; 18,446 shares were issued in purchase of the Cape Cod R. R., carried into construction account at \$1,344,600. This amount is supposed to have been the fair cash value of the property.

11. Av. cost of constr'n per mile of road built by Co.,	\$36,510 56	
12. Same per mile of single track built by company, not including sidings,	35,019 95	
13. Proportion of cost of construction for Mass., .	9,083,462 22	
EQUIPMENT.		
14. Locomotives (number, 63),	395,976 16	
15. Snow-plows on wheels, (number, 11),	-	-
16. Passenger, mail and baggage cars (number, 166),	323,498 27	
17. Freight and other cars (number, 1,243),	432,418 31	
18. Machinery and tools,	40,832 45	
19. Total for equipment,		\$1,192,725 19
20. Average cost of equipment per mile of road operated by company,	4,500 68	
21. Proportion for Massachusetts,	1,119,724 17	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
22. Dorchester & Milton branch, purchased for .	36,937 88	
23. Stock of South Shore R. R., purchased for .	137,447 84	
Stock of Union Freight R. R., purchased for .	12,540 00	
25. Other securities; viz., Notes of Duxbury & Cohasset R. R. Co.,	66,937 50	
26. Steamboat property [Old Colony Steamboat Co., \$738,500; Nantucket Steamboat Co., \$30,681.67],	769,181 67	
28. Lands in various localities,	294,425 98	
30. Total,		1,317,470 87
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		12,185,859 70
33. Proportion for Massachusetts,	11,440,021 01	
34. TOTAL PROPERTY AND ASSETS OF THE CO., .		13,363,193 45

Expenditures Charged to Cost of Road, Equipment and Property Accounts during the Year.		
2. Branches :—		
Granite Branch,	\$15,120 04	
Shawmut Branch,	400 00	
Wood's Hole Branch,	7,296 35	
Fall River Extension,	49,019 14	
Cape Cod Branch,	1,914 92	
Provincetown Extension,	732 18	
		\$74,482 63
6. Engine houses,		9,715 78
9. New passenger cars,		18,000 00
15. Other expenditures charged to property account :—		
Fall River bridge,	\$230,911 67	
Boston wharf and bridge	15,139 50	
Somerset wharf,	3,257 25	
		249,308 42
Union Freight R. R. Co. stock,		12,540 00
South Shore R. R. Co. stock,		2,800 00
16. TOTAL,		366,846 83
17. Property sold and credited property account during year, .		4,793 94
Stock of Old Colony Steamboat Co.,	\$2,500 00	
Land on Provincetown extension,	2,293 94	
18. Net addition to property account for the year,		362,052 89
Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co., .		\$1,054,817 16
2. Receipts from passengers from and to other roads over roads operated by this company,		317,789 94
4. Receipts for express,		64,455 76
5. Receipts for mails,		41,602 19
Extra baggage,		3,746 95
6. Total receipts from passenger department,		1,482,412 00

7. Receipts from local freight on roads operated by this Co.,	\$551,239 14
8. Receipts from freight from and to other roads over roads operated by this company,	190,240 55
10. <i>Total receipts from freight department,</i>	741,479 69
12. TOTAL EARNINGS,	2,223,891 69
13. Earnings per mile of road operated,	\$8,391 72
14. Earnings per mile of road operated—computed as single track, not including sidings,	8,049 12
15. Per train mile,	1.603
16. Proportion for Massachusetts,	2,087,776 01
18. Income from rent of property other than road and equipm't: Tenement houses, &c.,	24,848 86
Miscellaneous income, gravel, &c.,	37,733 35
19. Income from all other sources:— Premium on stock,	2,609 37
Premium on bonds,	39,050 00
20. TOTAL INCOME,	2,328,133 27
21. Percentage of same to capital stock and debt,	19.82+
22. Per cent. to means applied to constr'n, equipm't, &c., 19.10+	

Expenses for Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Building (charged to operating expenses).

1. Repairs of road exclusive of bridges and new rails,	\$242,830 17
2. New iron rails, deducting old rails sold (number of miles, 5.4, weight per yard, 56 lbs.),	14,580 16
3. Steel rails, deducting old rails sold (number of miles, 16.166, weight per yard, 56 lbs.),	95,628 57
4. Repairs of bridges and wharves,	23,107 53
5. Repairs of buildings and fixtures (stations),	41,799 13
6. Repairs of, and additions to, machine-shops and machinery,	16,157 01
7. Repairs of fences, road crossings and signs,	5,736 38
8. TOTAL,	444,839 00
9. Proportion of same to passenger department,*	\$296,522 83
10. Proportion of same to freight department,*	148,316 17

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	110,609 01
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	70,992 43
3. Insurance premiums,	14,740 00
4. Repairs of locomotives,	69,553 37
6. New locomotives (charged to operating expenses),	10,012 23
8. Removing ice and snow,	2,428 83
9. Fuel for locomotives and cars, 1,345½ cords of wood, cost \$6,663.79; 26,284 tons of coal, cost \$156,723.97,	163,327 76
10. Water,	8,249 22
11. Fuel for stations and shops,	8,505 35
12. Oil and waste,	23,406 22
13. Switchmen, watchmen, flag and signal men,	61,487 97
14. Telegraph expenses,	7,564 94
15. TOTAL,	551,536 43
16. Proportion belonging to passenger department,	\$367,654 18
17. Proportion belonging to freight department,	183,882 25

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	94,436 12
2. New passenger, mail and baggage cars (charged to operating expenses),	12,157 46
3. Damages and gratuities, passenger,	194 95
4. Salaries, wages and incidentals of passenger department,	239,483 05
6. TOTAL,	346,271 58

* Computed on gross receipts from passenger and freight departments.

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	\$30,651 21
2. New freight cars charged to operating expenses,	5,801 25
3. Damages and gratuities, freight,	3,039 98
4. Salaries, wages and incidentals of freight department,	171,604 95
6. TOTAL,	211,097 39
7. TOTAL EXPENSES OF OPERATING THE ROAD EMBRACED IN CLASSES, 1, 2, 3, 4,	1,553,744 40
8. Per mile of the road operated,	\$5,862 96+
9. Per mile of single track operated, not including sidings,	5,623 59
10. Per train mile,	1.119
11. Proportion for Massachusetts,	1,458,645 81
12. Percentage of expenses to income,	66.70

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$774,388 87
3. <i>Net income above oper'g expenses and am't p'd for rent of road,</i>	774,388 87
4. Percentage of same to capital stock and debt,	6.59+
5. Percentage to total means applied to construction, equipment, etc.,	6.35+
6. Paid for interest, \$318,343.84, less dividends received, \$59,280	259,063 84
7. Dividends declared, 7 per cent. for the year, amount,	467,092 50
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or surplus,	48,232 53
10. Surplus at commencement of the year, \$699,124.69, less \$12,761.03, amount paid in settlement of disputed accounts of previous years between Narragansett Steamship Co. and Stonington Line,	686,363 66
11. TOTAL SURPLUS, includ'g premium on stock, \$56,648.71,	734,596 19

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$1,482,412 00
2. (Total receipts per train mile, \$1.607.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	296,522 83
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	367,654 18
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	346,271 58
6. TOTAL EXPENSES,	1,010,448 59
7. (Total expenses per train mile, \$1.095+.)	
8. NET EARNINGS,	471,963 41
9. (Net earnings per train mile, \$0.512.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$741,479 69
2. (Total receipts per train mile, \$1.784.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	148,316 17
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	183,882 25
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	211,097 39
6. TOTAL EXPENSES,	543,295 81
7. (Total expenses per train mile, \$1.307.)	
8. NET EARNINGS,	198,183 88
9. (Net earnings per train mile, \$0.477.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction and equipment,	\$10,868,388 83
Dorchester and Milton Branch,	36,937 88
South Shore R. R. Co. stock account,	137,447 84
Nantucket & Cape Cod Steamboat Co. stock account,	30,681 67
Old Colony Steamboat Co. stock account,	738,500 00
Union Freight Railway Co. stock account,	12,540 00
Notes of Duxbury & Cohasset R. R. Co.,	66,937 50
Real estate,	294,425 98
Materials on hand,	291,431 59
Cash,	473,883 59
Bills receivable,	397,414 01
Post-office department,	4,674 91
Agents' department,	9,929 65
	<hr/>
	\$13,363,193 45

CR.	
Capital stock,	\$6,733,800 00
Bonds due December 1, 1875,	9,000 00
Bonds due September 1, 1876,	1,000,000 00
Bonds due August 1, 1877,	1,450,000 00
Bonds due August 1, 1881,	265,500 00
Bonds due September 1, 1884,	32,000 00
Bonds due March 1, 1894,	1,692,000 00
Bonds due June 1, 1895,	500,000 00
Bills payable,	929,405 39
Unpaid dividends,	16,891 87
Income account:—	
Premium on stock,	\$56,648 71
Profit and loss account,	677,947 48
	<hr/>
	734,596 19
	<hr/>
	\$13,363,193 45

Description of Road.	
1. Date when opened for public use,—	
From Fall River to Myricks,	June 9, 1845.
Boston, to Plymouth,	November 10, 1845.
So. Braintree to Myricks,	December 21, 1846.
Abington & Bridgewater Branch,	December, 1847.
Dorchester & Milton Branch,	December, 1847.
From Middleboro' to Wareham,	January, 1848.
Wareham to Sandwich,	May, 1848.
Sandwich to Hyannis,	July, 1854.
Middleboro' & Taunton Branch,	July, 1856.
From Fall River to Newport, R. I.,	February 5, 1864.
Yarmouth to Orleans,	December, 1865.
So. Braintree to Somerset Junction via	
Taunton,	September 24, 1866.
Orleans to Wellfleet,	January, 1871.
Granite Branch,	October 9, 1871.
Wood's Hole Branch,	July 18, 1872.
Shawmut Branch,	December 2, 1872.
From Wellfleet to Provincetown,	July 23, 1873.

2. Length of main line of road, from Boston to Provincetown and Plymouth, Mass., and Newport, R. I.,	217.10 miles.	
Length of main line of road in Massachusetts, In Rhode Island,	200.88 miles.	
3. Length of line not completed,	16.22 miles.	
4. Length of double track on main line,	1.50 miles.	
5. Branches owned by company,	11.28 miles.	
Easton Branch, single track, length,	8	
Milton Branch, single track, length,	1.69 miles.	
Shawmut Branch, single track, length,	3.30 miles.	
Bridgewater Branch, single track, length,	2.35 miles.	
Granite Branch, single track, length,	6.99 miles.	
Hyannis Branch, single track, length,	3.10 miles.	
Wood's Hole Branch, single track, length,	4.90 miles.	
Middleboro' & Taunton Branch, single track, length,	17.54 miles.	
6. Total length of branches owned by company,	8.04 miles.	47.91 miles.
7. Total length of branches owned by Co. in Mass.,	47.91 miles.	
10. Total length of road belonging to this company,		265.01 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	62.33 miles.	
12. Same in Massachusetts,	60.36 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,		340.12 miles.
14. Same in Massachusetts,	321.93 miles.	
15. Total length of steel rails in tracks belonging to this company,	40.83 miles.	
(Weights per yard, 56 lbs.)		
16. Total length of steel-top rails in tracks belonging to this company,		1.64 miles.
(Weights per yard, 56 lbs.)		
17. Number of spans of bridges of 25 feet and upwards,	29	
19. Number of wooden bridges (aggregate length, 8,958 feet),	117	

20. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Weir Junction,	Truss,	Wood,	35 feet,	October, 1874.
Weir Junction,	"	"	35 "	October, 1874.
Middleboro'	Stringer,	"	50 "	May, 1875.
Milton,	Truss,	"	46 "	June, 1875.
Milton,	"	"	35 "	June, 1875.
South Weymouth,	Pile,	"	200 "	July, 1875.
South Abington,	Stringer,	"	23 "	August, 1875.
Hanson,	"	"	23 "	August, 1875.
Matfield,	Pile,	"	51 "	September, 1875.
Brockton,	Stringer,	"	23 "	September, 1875.
Brockton,	"	"	27 "	September, 1875.

21. No. of crossings of highways at grade,	291
22. No. of crossings of highways over railroad,	52
23. No. of crossings under railroad,	13
24. No. of highway bridges 18 feet above track,	7
25. No. of highway bridges less than 18 feet above track,	45
26. No. of crossings with gates or flagmen,	27
27. No. of crossings without gates or flagmen,	264
28. No. of railroad crossings at grade [New Bedford Railroad twice],	2

29. No. of railroad crossings over other railroads [New York & New England Railroad], . . .	1	
35. Total miles of road operated by this company, . . .		265.01
36. Total miles of road oper'd by this Co. in Mass., . . .	248.79	
37. No. of stat'ns on all roads operated by this Co., . . .	114	
38. Same in Massachusetts, . . .	109	
39. Miles of telegraph on line of road op'd by Co., . . .	345.14	
40. Miles of telegraph owned by this company, . . .	150.95	
41. No. of telegraph offices in company's stations, . . .	76	
42. No. of telegraph stations operated by this Co., . . .	40	
43. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	36	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 25½ tons), . . .	63	\$457,200 00	.238
Locomotives (maximum weight of engines in working order, 35 tons), . . .			
2. Tenders (average weight of tenders full of fuel and water, 17 tons), . . .	118		.452
Tenders (maximum weight of tenders full of fuel and water, 20 tons), . . . (Average joint weight of engines and tenders, 42½ tons.)			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 41 feet.			
4. Total length of heaviest engine and tender over all, 50 feet.			
5. Snow-plows (average weight, ½ ton), . . .	11	2,500 00	.041
6. Passenger cars (average weight, 35,372 lbs.), . . .	141	408,400 00	.532
Passenger cars (maximum weight, 40,000 lbs.), . . .			
7. Mail and baggage cars (av. w 50 lbs.), . . .	25	41,000 00	.094
8. 8-wheel box freight cars (av. w 65 lbs.), . . .	308	134,250 00	1.162
9. 4-wheel box freight cars (av. w 500 lbs.), . . .	10	1,000 00	.037
10. 8-wheel platform cars (av. w 30 lbs.), . . .	338	135,200 00	1.275
6-wheel platform cars (av. w 80 lbs.), . . .	72	25,200 00	.271
11. 4-wheel platform cars (av. w 0 lbs.), . . .	13	975 00	.04
8-wheel stock cars (av. weight 24 lbs.), . . .	24	9,559 00	.09
12. Other cars (coal, gravel, &c 60 lbs.), . . .	478	141,600 00	1.80
13. Total value,		\$1,356,884 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	974.5	-	3.677
15. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse 31, vacuum 1.)	119	-	-
16. Number of cars equipped with train brakes, . . . (Kind of brake, Westinghouse 159, vacuum 4.)	163	-	-
17. Number of passenger train cars with Miller platform and buffer,	64	-	-

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	922,510
2. Speed of express pass'r trains, including stops,	33 miles per hour.
3. Speed of accommodation trains, including stops,	23 miles per hour.
4. Miles run by freight trains,	415,734
5. Speed of express freight trains, including stops,	16 miles per hour.
6. Speed of accommod'n fr'ght trains, includ'g stops,	10 miles per hour.
7. Miles run by other trains [gravel, &c.],	49,237
8. Total train miles run,	1,387,481
9. No. of through pass'rs (whole length of road),	159,570
10. No. of local passengers (over part of road),	4,127,150
11. Total number of passengers carried,	4,286,720
12. Total pass'r mileage, or pass'rs carried one mile,	61,295,520
13. Passenger mileage to and from other roads,	14,140,937
14. Number of tons carried,	625,768
15. Total freight mileage, or tons carried one mile,	18,371,231
16. Freight mileage to and from other roads,	5,801,224
17. Highest rate of fare per mile, for any distance,	18 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2.5 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.6 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.2 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.8 cent.
22. Average rate of fare per mile for all passengers,	2.2 cents.
23. Highest rate of freight per ton per mile, for any distance,	40 cents.
24. Lowest rate of freight per ton per mile, for any distance,	2.6 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	4.3 cents.
26. Average rate of freight per ton per mile to and from other roads,	3.2 cents.
27. Average number of cars in passenger trains, including baggage cars,	4.45
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	15
29. Average weight of passenger trains, including locomotive and tender in working order, exclusive of passengers,	119.20 tons.
30. Average weight of freight trains, including locomotive and tender in working order, exclusive of freight,	152.50 tons.
31. Number of persons regularly employed, including officials,	1,021

Classification of Passengers.	
PASSENGERS.	
1. Passengers coming from other States,	84,326
2. Passengers going to other States,	85,480
3. Passengers travelling only within this State,	4,108,597
4. Total season-ticket passengers (round trip),	494,983
5. Passengers to Boston (including season),	1,642,883
6. Passengers from Boston (including season),	1,559,122
7. Season-ticket passengers to and from Boston (one round trip daily),	418,982

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	2	-	2	-
Employés, . . .	-	-	3	2	3	2
Others, . . .	-	-	12	5	12	5

Statement of each Accident.

November 5, 1874.—James Flaherty, walking on track in South Boston ; killed.
November 19.—George Fairbanks, employé, fell from moving car at South Abington ; fatally injured.
November 23.—W. A. Lyon, employé, crossing tracks in Boston yard ; fatally injured.
December 17.—Thomas Kidder, intoxicated, walking on track in East Bridgewater ; leg broken.
December 18.—Katie Curry, child, ran beside track between Harrison Square and Neponset ; struck by train and fatally injured.
December 21.—Man named Blifflins, intoxicated, walking on track near Steep Brook ; killed.
January 7, 1875.—Florence Sullivan, employé, fell between cars of a moving gravel train at South Boston ; badly bruised.
January 19.—Matthew Day, intoxicated, stepped from moving train at South Boston ; fatally injured.
January 25.—Wm. Donaldson, employé, slightly bruised, at Harrison Square.
March 30.—Job A. Brightman, deaf and dumb, walking on track in Sandwich ; ankle broken.
May 12.—Michael Malchin, employé, propelling a hand-car on the M. & T. Branch, was caught and thrown over upon track ; fatally injured.
June 13.—P. Trainor, intoxicated, lying on track near Crescent Avenue ; killed.
June 27.—Robert Hynes, Elizabeth Hynes, Margaret Hynes, Thomas Hynes and John Garner, killed, and Henry Frawley and W. J. Graham, slightly injured, in attempting to drive across the track near Bowenville, in advance of an approaching express train.
July 20.—Lawrence F. Alward, one of a picnic party, climbed to the top of the train, and striking a bridge near Braintree, was killed.
July 30.—Oliver Papeneau, walking on track near Bowenville ; killed.
August 3.—Luke A. Rideout, walking on track in Quincy ; killed.
August 9.—Wm. McDonald, fell from freight train upon which he had climbed, near Weir ; fatally injured.
August 9.—John Tillon, ran upon the track in front of a moving train in South Boston ; skull fractured.

ONSLow STEARNS,
OLIVER AMES,
URIEL CROCKER,
THOS. J. BORDEN,
BENJ'N FINCH,
SAM'L L. CROCKER,
JOHN S. BRAYTON,
ROYAL W. TURNER,
PRINCE S. CROWELL,
E. N. WINSLOW,
JACOB H. LOUD,
FRANCIS B. HAYES,

Directors of the Old Colony Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Onslow Stearns, Oliver Ames, Uriel Crocker, Thos. J. Borden, Benj. Finch, Saml. L. Crocker, John S. Brayton, R. W. Turner, Prince S. Crowell, E. N. Winslow, Jacob H. Loud, F. B. Hayes, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, *Justice of the Peace.*

Name and Residence of Officers.

Onslow Stearns, *President*; James R. Kendrick, *Superintendent*; John M. Washburn, *Treasurer*; S. C. Putnam, *General Freight Agent*; Jacob Sprague, Jr., *General Ticket Agent*; H. G. Nutter, *Cashier and Paymaster*,—all of Boston. Geo. Marston, *Clerk of Corporation*, New Bedford.

Proper Address for the Company.

OLD COLONY RAILROAD COMPANY (*P. O. Box 5,251*), BOSTON, MASS.

REPORT

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

Capital Stock, Debt, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$500,000 00	
2. Capital stock authorized by votes of company,	450,000 00	
3. Cap. st'k issued (No. of sh's,), am't p'd in,	450,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$450,000 00
6. Cap. st'k, total amount actually realized,	450,000 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	24,128 69	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	95	
11. Amount of stock held in Massachusetts,	443,000 00	
12. Number of stockholders in Massachusetts,	88	
DEBT.		
[None.]		
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$108,827 47	
2. Bridging,	8,547 62	
3. Superstructure, including rails,	201,395 31	
4. Land, land damages and fences,	63,749 95	
5. Pass., fr'ght and water stations and wood-sheds,	18,311 33	
6. Engine-houses, car-sheds and turn-tables,	11,000 00	
7. Machine shops,		
8. Interest paid during construction, discount, &c.		
9. Engineering, agencies, salaries and other expenses during construction,	20,605 56	
Unapportioned,	6,315 33	
10. Total expended for construction,	438,752 57	
11. Av. cost of constr'n per mile of road built by Co.,	23,525 60	
12. Same per mile of single track built by company, not including sidings,	23,525 60	
13. Proportion of cost of constr'n for Mass.,	438,752 57	
EQUIPMENT.		
14. Locomotives (number,),	7,000 00	
16. Passenger, mail and baggage cars (number,),	4,247 43	
19. Total for equipment,		\$11,247 43
31. Property in Massachusetts (including proportion of equipment),	11,247 43	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		450,000 00
33. Proportion for Massachusetts,	450,000 00	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		450,000 00

Expenditures Charged to Property Account during the Year. [Included in Report of Boston & Albany R. R.]	
Revenue for the Year.	
11. Receipts as rents for use of road and equipment,	\$27,000 00
12. TOTAL EARNINGS,	27,000 00
16. Proportion for Massachusetts,	\$27,000 00
20. TOTAL INCOME,	27,000 00
21. Percentage of same to capital stock and debt,	6.
22. Percentage to means applied to constr'n, equipm't, &c.,	6.
Expenses of Operating the Road for the Year. [Paid by Boston & Albany R. R. Co.]	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES [paid by Boston & Albany R. R.],	\$27,000 00
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	27,000 00
4. Percentage of same to capital stock and debt,	6.
5. Percentage to total means applied to construction, equipment, &c.,	6.
7. Dividends declared, 6 per cent. for the year, amount [paid by Boston & Albany R. R. Co.],	27,000 00

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Cost of road and equipment,	\$450,000 00
CR.	
Capital stock,	\$450,000 00

Description of Road.	
1. Date when opened for public use,	- -
2. Length of main line of road from Pittsfield to North Adams,	18.65 miles.
Length of main line of road in Massachusetts,	18.65 miles.
10. Total length of road belonging to this company,	18.65 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	1.42 miles.
12. Same in Massachusetts,	1.42 miles.
13. Aggregate length of tracks belonging to this company computed as single track,	20.07 miles.
14. Same in Massachusetts,	20.07 miles.
21. No. of crossings of highways at grade,	17
27. No. of crossings without gates or flagmen,	17
[Rolling Stock, Mileage, Traffic, &c., included in return of the Boston & Albany R. R. Co.]	

W. S. BULLARD,
W. W. TUCKER,
EDWARD JACKSON,
C. W. CHAPIN,
Directors of the Pittsfield & North Adams Railroad Co.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared W. S. Bullard, W. W. Tucker, Edward Jackson, C. W. Chapin, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. E. STEVENS, *Justice of the Peace.*

Name and Residence of Officers.

Wm. S. Bullard, *President*, Boston; Charles E. Stevens, *Treasurer*, Boston; James A. Rumrill, *Clerk*, Springfield.

Proper Address for the Company.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
SPRINGFIELD, MASS. (*or Boston.*)

REPORT

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter [and its amendments],	\$3,000,000 00
2. Capital stock authorized by votes of company,	3,000,000 00
3. Cap. st'k issued (No. of sh's, 20,000), am't paid in,	2,000,000 00
5. Cap. stock, <i>total am't p'd in as per books of the Co.</i> ,	\$2,000,000 00
6. Cap. st'k, <i>total amount actually realized</i> ,	2,120,586 75
7. Cap. st'k p'd in per mile of road owned by Co.,	38,902 93
9. Par value of shares, \$100 (the average price at which shares were sold, \$)	
10. Number of stockholders,	763
11. Amount of stock held in Massachusetts,	901,700 00
12. Number of stockholders in Massachusetts,	299
DEBT.	
3. Funded debt, as follows:—	
1st mort'g'd b'ds, due July 1, 1880, int'st, 6 per ct.,	500,000 00
14. Total amount of funded debt,	500,000 00
15. Unfunded debt, incurred for constr'n, equipm't or purchase of property,	1,370,000 00
17. Other debts—current credit balances, &c.,	41,066 11
18. <i>Total debt liabilities</i> ,	1,911,066 11
19. (Amount actually received from the same,)	1,911,066 11
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt-balances as do not represent permanent investments,	1,686,559 22
21. Proportion of same per mile of road,	32,806 05
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$810,208 95
2. Bridging,	163,551 17
3. Superstructure, including rails,	736,300 30
4. Land, land damages and fences [including road crossings],	325,839 34
5. Pass., fr't and water stations, and wood-sheds,	305,567 37
6. Engine-houses, car-sheds and turn-tables,	39,577 85
7. Machine shops [machinery and tools],	17,537 40
8. Interest paid during construction, discount, &c.,	215,068 68
9. Engineering, agencies, salaries and other expenses during construction,	63,023 44
10. <i>Total expended for construction</i> ,	\$2,676,674 50
11. Av. cost of const'n per mile of road built by Co.,	52,065 25
12. Same per mile of single track built by company, not including sidings,	32,618 50
13. Proportion of cost of const'n for Mass.,	} 1,224,391 22
Separate accounts kept,	

282 PROVIDENCE & WORCESTER RAILROAD. [Jan.

EQUIPMENT.		
14. Locomotives (number, 29),	\$263,339 35	
15. Snow-plows on wheels [included in locomotive account] (number, 2).		
16. Passenger, mail and baggage cars (number, 41),	131,842 80	
17. Freight and other cars (number, 1,257),	438,231 20	
18. Machinery and tools [included in No. 7].		
19. Total for equipment,		\$833,413 35
20. Average cost of equipment per mile of road operated by company,	12,468 79	
21. Proportion for Massachusetts [per Commissioners' Report],	416,706 68	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
29. Other property [viaduct at Worcester],	69,314 96	
30. Total,		69,314 96
31. Property in Massachusetts (including proportion of equipment) [No property, equipm't],	416,706 68	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		3,579,402 81
33. Proportion for Massachusetts,	1,641,097 90	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		3,981,270 73
Expenditures Charged to Property Account during the Year.		
2. Branches [East Prov. Branch],		\$90,897 02
4. Land [land damages and fences, including road crossings],		507 99
5. Pass. and fr't stations, wood-sheds and water-stations,		2,469 00
15. Other expenditures charged to property account,—		
Viaduct at Worcester,		44,490 17
Interest paid for loans for construction purposes,		64,268 85
Bridging, \$11,251.53; superstructure, includ'g rails, \$1,070.97; engineering and other expenses, \$237.50,		12,560 00
16. TOTAL,		215,193 03
17. Property sold and credited capital account during the year,		1,450 00
18. Net addition to property account for the year,		213,743 03
Revenue for the Year.		
1. Receipts from local passengers on roads operated by this company,		\$320,221 81
2. Receipts from passengers from and to other roads over roads operated by this company,		57,712 60
4. Receipts for express,		12,985 11
5. Receipts for mails,		5,308 15
6. Total receipts from passenger department,		396,227 67
7. Receipts from local freight on roads operated by this Co.,		334,325 73
8. Receipts from freight from and to other roads over roads operated by this company,		160,106 92
9. Receipts from freight over other roads as tolls, or for use of engine and cars of this company [included in transportation of freight account].		
10. Total receipts from freight department,		494,432 65
12. TOTAL EARNINGS,		890,660 32
13. Earnings per mile of road operated,	\$13,325 26	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	9,135 91	
15. Per train mile,	1.63	
16. Proportion for Massachusetts,	565,523 99	
18. Income from rent of property other than road and equipment, specifying same [for real estate],		3,819 28
20. TOTAL INCOME,		894,479 60
21. Percentage to capital stock and debt,	24.26	
22. Percentage to means applied to constr'n, equipm't, &c.,	24.99	

Expenses of Operating the Road for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road, exclusive of bridges and new rails, . . .	\$102,797 10
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.), . . .	7,817 32
3. Steel rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.), . . .	15,637 52
4. Repairs and renewals of bridges, . . .	5,075 42
5. Repairs of buildings and fixtures (stations), . . .	14,337 17
7. Repairs of fences, road crossings, and signs, . . .	5,545 93
8. TOTAL, . . .	151,210 46
9. Proportion of same to passenger department,*	\$67,268 93
10. Proportion of same to freight department,*	83,941 53
CLASS 2.—General Traffic Expenses.	
1. Taxes, state and local, . . .	41,262 55
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4, . . .	27,227 74
3. Insurance premiums and losses by fire and damages for fires set by engines, . . .	8,276 30
4. Repairs of locomotives, . . .	37,854 25
8. Removing ice and snow, . . .	950 27
9. Fuel for locomotives and cars, 358 cords of wood, cost \$2,125.67; 10,795 tons of coal, cost \$75,091.42, . . .	77,217 09
10. Water, . . .	2,250 70
11. Fuel for stations and shops, . . .	4,426 64
12. Oil and waste, . . .	10,748 10
13. Switchmen, watchmen, flag and signal men [included in maintenance of way account].	
14. Telegraph expenses, . . .	1,869 67
15. TOTAL, . . .	212,083 31
16. Proportion belonging to passenger department,	\$94,349 42
17. Proportion belonging to freight department, .	117,733 89
CLASS 3.—Passenger-Train Expenses.	
1. Repairs of passenger, mail and baggage cars, . . .	18,561 75
3. Damages and gratuities, passenger, . . .	800 00
4. Salaries, wages and incidentals of passenger department, .	70,774 85
6. TOTAL, . . .	90,136 60
CLASS 4.—Freight-Train Expenses.	
1. Repairs of freight cars, . . .	44,897 75
3. Damages and gratuities, freight, . . .	255 00
4. Salaries, wages and incidentals of freight department, .	154,637 84
5. Paid corporations or individuals not operating roads for use of freight cars [included in trans. of freight account].	
6. TOTAL, . . .	199,790 59
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4, . . .	653,220 96
8. Per mile of the road operated, . . .	\$9,772 94
9. Per mile of single track operated, not including sidings, . . .	6,700 39
10. Per train mile, . . .	1.19
11. Proportion for Massachusetts, . . .	414,762 08
12. Percentage of expenses to income, . . .	73.02
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$241,258 64
2. Am't paid other Co's as rent for use of road,—	
Milford & Woonsocket R. R. Co., . . .	\$3,480 00
Hopkinton R. R. Co., . . .	7,500 00
	10,980 00

* Computed on gross receipts from passenger and freight departments.

3. Net income above operat'g expenses, and am't p'd for rent of road,	\$230,278 64
4. Percentage of same to capital stock and debt, 6.2	
5. Percentage to total means applied to construction, equipment, &c., 6.4	
6. Paid for interest [on bonds],	30,000 00
7. Dividends declared, 10 per cent. for the year, amount,	200,000 00
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or surplus,	278 64
10. Surplus at commencement of the year,	69,925 98
11. TOTAL SURPLUS,	70,204 62

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$396,227 67
2. (Total receipts per train mile, \$1.684.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	67,268 93
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	94,349 42
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	90,136 60
6. TOTAL EXPENSES,	251,754 95
7. (Total expenses per train mile, \$1.070.)	
8. NET EARNINGS,	144,472 72
9. (Net earnings per train mile, \$0.614.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$494,432 65
2. (Total receipts per train mile, \$1.728.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	83,941 53
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	117,733 89
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	199,790 59
6. TOTAL EXPENSES,	401,466 01
7. (Total expenses per train mile, \$1.403.)	
8. NET EARNINGS,	92,966 64
9. (Net earnings per train mile, \$0.325.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction in Rhode Island,	\$1,521,598 24
Massachusetts,	1,155,076 26
	<hr/>
	\$2,676,674 50
Cars,	570,074 00
Locomotives,	263,339 35
Viaduct at Worcester,	69,314 96
	<hr/>
Total for construction and equipment,	\$3,579,402 81
Materials on hand, per inventories, for operating the road,	\$177,361 03
Cash on hand,	153,356 37
Note on hand,	1,000 00
Balances due from other lines and in the hands of agents,	70,150 52
	<hr/>
	401,867 92
	<hr/>
	\$3,981,270 73

	CR.	
Capital stock,		\$2,000,000 00
Bonds payable,		500,000 00
Notes payable,		1,370,000 00
Total capital stock, bonds and notes,		\$3,870,000 00
Dividends unpaid,	\$3,775 00	
Balances due other lines, &c.,	37,291 11	
		41,066 11
Income, surplus earnings,		70,204 62
		\$3,981,270 73

Description of Road.	
1. Date when opened for public use,— From Providence, R. I., to Worcester, Mass.,	September, 1847.
East Providence Branch, Providence to Valley Falls,	November, 1874.
2. Length of main line of road, from Providence to Worcester,	43.41 miles.
Length of main line of road in Massachusetts,	25.51 miles.
Length of main line of road in Rhode Island,	17.90 miles.
4. Length of double track on main line,	30.65 miles.
5. Branches owned by company,— In connection with the Worcester & Nashua R. R. at Worcester, Mass. (single track),	1 mile.
East Prov. Branch R. R. (single track),	7 miles.
6. Total length of branches owned by company,	8 miles.
7. Total length of branches owned by Co. in Mass.,	1.50 miles.
8. Total length of branches owned by Co. in R. I.,	6.50 miles.
10. Total length of road belonging to this company,	51.41 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	20 miles.
12. Same in Massachusetts,	10.50 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	102.06 miles.
14. Same in Massachusetts,	49.76 miles.
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 60 lbs.)	21 miles.
17. No. of spans of bridges of 25 feet and upwards,	36
19. No. of wooden bridges (ag. length, 3,748 ft.),	29
No. of stone bridges (ag. length, 40 ft.),	1

20.

BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Mineral Spring, Pike, R. I.,*	Truss,	Wood,	76 feet,	April, 1875.
Power Road, R. I.,*	Truss,	Wood,	66½ feet,	June, 1875.
21. No. of crossings of highways at grade,			68	
22. No. of crossings of highways over railroad,			24	
23. No. of crossings of highways under railroad,			6	
24. No. of highway bridges 18 feet above track,			8	
25. Number of highway bridges less than 18 feet above track,			15	
26. No. of crossings with gates or flagmen,			29	
27. No. of crossings without gates or flagmen,			39	

* Rebuilt within the year.

28. Number of railroad crossings at grade,	2	
[Worcester Junction and India Point, R. I.]		
29. No. of railroad crossings over other railroads,	1	
[Boston & Providence R. R.]		
30. No. of railroad crossings under other railroads,	2	
[N. Y. & N. E. R. R.]		
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
31. Name, description and length of each,—		
Milford & Woonsocket R. R., length,	3.88 miles.	
Hopkinton R. R., length,	11.55 miles.	
32. Total length of above roads,		15.43 miles.
33. Total length of above roads in Massachusetts,	15.43 miles.	
35. Total miles of road operated by this company,		66.84
36. Total miles of road oper'd by this Co. in Mass.,	42.44	
37. No. of stat'ns on all roads operated by this Co.,	27	
38. Same in Massachusetts,	18	
39. Miles of telegraph on line of road op'd by Co.,	43.41	
41. No. of telegraph offices in company's stations,	9	
42. No. of telegraph stations operated by this Co.,	1	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	8	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomtives (average weight of engines in working order, 30 tons),	29	\$263,339 35	.434
Locomotives (maximum weight of engines in working order, 33 tons),			
2. Tenders (average weight of tenders full of fuel and water, 18 tons),			
Tenders (maximum weight of tenders full of fuel and water, 21 tons),			
(Average joint weight of engines and tenders, 50 tons),			
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 41 feet 1 in.			
4. Total length of heaviest engine and tender over all, 42 feet 4½ in.			
5. Snow-plows (average weight 9 tons),	2	—*	.029
6. Passenger cars (average weight, 17 tons),	41	131,842 80	.613
Passenger cars (maximum weight, 20½ tons.)			
7. Mail and baggage cars (av. weight, 17½ ton),			
8. 8-wheel box freight cars (av. weight, 10 tons),			
9. 4-wheel box freight cars (av. weight, 5 tons),	76	438,231 20	18.81
10. 8-wheel platform cars (av. weight, 8 tons),	128		
11. 4-wheel coal cars (av. weight, 4 tons),	824		
12. Other cars (coal, gravel, &c.),	None	—	—
13. Total value,		\$833,413 35	

* Included in locomotive account.

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	807	-	12.07
15. No. of locomotives equip'd with train brakes,	None	-	-
16. No. of cars equip'd with train brakes,	None	-	-
17. No. of passenger cars with Miller platform and buffer,	None	-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,	235,320		
2. Speed of express pass. trains, including stops,	28 miles per hour.		
3. Speed of accommodation trains, including stops,	20 miles per hour.		
4. Miles run by freight trains,	286,090		
5. Speed of express freight trains, includ'g stops,	16 miles per hour.		
6. Speed of accommod'n fr'ght trains, inc'd'g stops,	12 miles per hour.		
7. Miles run by other trains [gravel, &c.],	25,310		
8. Total train miles run,		546,720	
9. Number of through pass. (whole length of road),	64,469		
10. Number of local passengers (over part of road),	1,627,674		
11. Total number of passengers carried,		1,692,143	
12. Total passenger mileage, or passengers carried one mile,		14,976,537	
13. Passenger mileage to and from other roads,	1,956,918		
14. Number of tons carried,		484,837	
15. Total freight mileage, or tons carried one mile,		14,283,114	
16. Freight mileage to and from other roads,	5,897,286		
17. Highest rate of fare per mile, for any distance,	10 cents.		
18. Lowest rate of fare per mile, for any distance (single fare),	2.22 cents.		
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.67 cents.		
20. Average rate of fare per mile received from passengers to and from other roads,	2.95 cents.		
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket	.67 cent.		
22. Average rate of fare per mile for all passengers,	2.52 cents.		
23. Highest rate of freight per ton per mile, for any distance,	50 cents.		
24. Lowest rate of freight per ton per mile, for any distance,	2.25 cents.		
25. Average rate of freight per ton per mile on roads operated by this company,	3.93 cents.		
26. Average rate of freight per ton per mile to and from other roads,	2.71 cents.		
27. Average number of cars in passenger trains, including baggage cars,	4		
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	23		
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	120 tons.		

30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	275 tons.
31. Number of persons regularly employed by company, including officials,	563

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	104,586
2. Passengers going to other States,	113,764
3. Passengers travelling only within this State,	267,948
4. Total season-ticket passengers (round trip),	99,528

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employés,	1	-	-	1	1	1
Others,	-	-	2	2	2	2

Statement of each Accident.

October 28, 1874.—James Lacey, while walking on track near Hamlet, was struck by the locomotive of a moving passenger train; his injuries proved fatal.

October 28.—James Connors, an employé, while fooling on the platform of a car on a moving passenger train near Pawtucket, fell off and was slightly injured.

December 21.—Michael French, a discharged employé, got upon a moving freight train in yard at Worcester, fell off and received severe injuries.

January 11, 1875.—Patrick Rourke, in attempting to cross the track at Webster Street, Providence, ran into a moving passenger train and was fatally injured.

April 24.—Richard Burns, an employé, while unloading rails at Saundersville, was killed.

May 13.—John Downey, an employé, fell from and under a moving freight train at Worcester, receiving fatal injuries.

May 31.—A man, name unknown, while walking on the track near Millville, was killed by a freight train.

June 1.—Abram Bernstein, in attempting to get upon a moving passenger train at Providence, fell and was slightly injured.

July 19.—Henry Smith, a lad of ten years, was killed at Ashton by running into a moving passenger train.

August 10.—John Pickford, intoxicated, attempted to get upon a moving passenger train at Providence, fell under the cars and was fatally injured.

August 27.—Caroline Warren, a girl of ten years, stepped in front of a moving freight train near Valley Falls, and was killed.

September 17.—Bridget Maher was killed and Mary A. McCarthy slightly injured, near Worcester Junction, by stepping in front of a moving passenger train.

September 24.—Michael McIntyre, intoxicated, jumped from a moving passenger train at Central Falls, and was fatally injured.

WM. S. SLATER,
PAUL WHITIN,
HENRY CHAPIN,
G. L. SPENCER,
E. B. STODDARD,
LYMAN A. COOK,
JAMES Y. SMITH,
GEO. A. LEETE,
JOHN R. BALCH,
MOSES B. I. GODDARD,

Directors of the Providence & Worcester Railroad Company.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. PROVIDENCE, October 6, 1875. Then personally appeared William S. Slater, and October 23, 1875, Paul Whitin, Henry Chapin, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, James Y. Smith, George A. Leete, John R. Balch, and Moses B. I. Goddard, and severally made oath to the truth of the foregoing statement by them subscribed.

EDWIN METCALF, *Justice of the Peace.*

Name and Residence of Officers.

[Elected February 1, 1875.]

William S. Slater, *President*; John R. Balch, *Treasurer and Clerk*; William D. Hilton, *Superintendent*,—all of Providence, R. I.

Proper Address for the Company.

PROVIDENCE & WORCESTER RAILROAD COMPANY, PROVIDENCE, R. I.

PROVIDENCE, November 1, 1875.

The undersigned, Commissioners of the Providence & Worcester Railroad Company, have examined this Report, believe it to be correct, and hereby approve the same.

T. L. NELSON,
Commissioner for Massachusetts.
JOHN R. BARTLETT,
Commissioner for Rhode Island.

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Report of the Commissioners of the Providence & Worcester Railroad Company to the Legislatures of Rhode Island and Massachusetts.

At a meeting of the Commissioners of the Providence & Worcester Railroad Company, at the company's office in Providence, on the first day of November, 1875, for the purpose of deciding what portion of all the expenditures of said company, and its receipts and profits, properly pertain to that part of the road lying in Massachusetts and Rhode Island respectively, and having examined the accounts of said company, we find the net expenditures for construction and equipment to the 30th day of September, 1874, were, \$3,365,659 78

Viaduct at Worcester,	\$44,490 17	
East Providence Branch Railroad,	90,897 02	
Berkley Depot,	1,564 00	
Enlargement of bridges,	13,067 99	
Gas regulators,	905 00	
Interest on loan for construction purposes,	64,268 85	
	<u>\$215,193 03</u>	
Less for land sold,	1,450 00	
		<u>213,743 03</u>
		<u>\$3,579,402 81</u>

Apportioned as follows:—

To Massachusetts,	\$1,641,097 90
To Rhode Island,	1,938,304 91

The whole amount of receipts and expenditures, from September 30, 1874, to September 30, 1875, is as follows, viz.:—

Transportation of passengers,	\$377,934 41	
Transportation of freight,	494,432 65	
Transportation of mails,	5,308 15	
Rents,	3,819 28	
Expresses,	12,985 11	
	<u>\$894,479 60</u>	

Expenses for maintaining and operating the road during the twelve months ending September 30th, 1875:—

Fuel,	\$77,217 09	
Oil,	8,743 35	
Maintenance of way,	137,823 56	
Repairs of cars,	63,459 50	
Repairs of locomotives,	37,854 25	
Passenger expenses,	70,774 85	
Freight expenses,	154,637 84	
Miscellaneous expenses,	113,690 52	
	<u>664,200 96</u>	

Net earnings,	\$210,278 64
-------------------------	--------------

Which we apportion as follows:—

To Massachusetts,	\$115,139 32
To Rhode Island,	115,139 32

Said Commissioners also find on examination of the books of said company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept agreeably to the Acts of said States creating the present Providence & Worcester Railroad Company.

T. L. NELSON,
Commissioner for Massachusetts.
JOHN R. BARTLETT,
Commissioner for Rhode Island.

REPORT
OF THE
SALEM & LOWELL RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[Leased to and operated by the Boston & Lowell Railroad Corporation.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$400,000 00	
2. Capital stock authorized by votes of company,	243,300 00	
3. Cap. st'k issued (No. of sh's, 2,433), am't paid in,	243,300 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's,),	5 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$243,305 00
6. Cap. st'k, total amount actually realized,	243,305 00	
7. Cap. st'k p'd in, per mile of road owned by Co.,	14,412 09	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	37	
11. Amount of stock held in Massachusetts,	215,200 00	
12. Number of stockholders in Massachusetts,	33	
DEBT.		
13. Funded debt, as follows :—		
1st mort'ge bonds, due 1878, inter't, 6 per cent.,	226,900 00	
14. Total amount of funded debt,		226,900 00
15. Unfunded debt incurred for construction, equipment or purchase of property,	12,500 00	
17. Other debts—current credit balances, &c.,	1,076 36	
18. Total debt liabilities,		240,476 36
19. (Amount actually received from the same),	146,050 00	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		237,923 40
21. Proportion of same per mile of road,	14,093 32	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$94,831 77	
2. Bridging,	3,139 15	
3. Superstructure, including rails,	123,801 18	
4. Land, land damages and fences,	60,507 25	
5. Pass., fr'ght and water stations and wood-sheds,	} 8,399 13	
6. Engine-houses, car-sheds and turn-tables,		
7. Machine shops,		
8. Interest paid during construction, discount, &c.	95,293 05	
9. Engineering, agencies, salaries, and other expenses during construction,	12,953 92	
10. Total expended for construction,		\$398,925 45
11. Av. cost of constr'n per mile of road built by Co.,	23,630 22	
12. Same per mile of single track built by company, not including sidings,	23,630 22	
13. Proportion of cost of construction for Mass.,	398,925 45	

EQUIPMENT.		
14. Locomotives (number, 3),	}	\$21,948 55
15. Snow-plows on wheels, (number, 1),		7,420 62
16. Passenger, mail and baggage cars (number, 5),		53,174 22
17. Freight and other cars, (number, 171),		
18. Machinery and tools [included in foregoing and from income.]		
19. Total for equipment,		\$82,543 39
21. Proportion for Massachusetts,		4,889 16
[The equipment was appraised and turned over to the Boston & Lowell Railroad on the lease.]		
31. Property in Massachusetts [including proportion of equipment],		481,468 84
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		481,468 84
33. Proportion for Massachusetts,		481,468 84
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		484,021 80

Expenditures Charged to Property Account during the Year.

[Operated by the Boston & Lowell Railroad Corporation, under a contract. A copy is annexed to the returns of 1858.]

Revenue for the Year.	
11. Rec'pts as rents for use of road and equipm't, when leased,	\$17,500 00
16. Proportion for Massachusetts,	\$17,500 00
20. TOTAL INCOME,	17,500 00
21. Percentage of same to capital stock and debt,	3.63
22. Percentage to means applied to constr'n, equipm't, &c.,	3.63
Expenses for the Year.	
1. Taxes, state,	962 13
2. General salaries, office expenses and miscellaneous,	100 39
7. TOTAL EXPENSES,	1,062 52
11. Proportion for Massachusetts,	\$1,062 52
Net Income, Dividends, &c.	
1. TOTAL NET INCOME,	\$16,437 48
4. Percentage of same to capital stock and debt,	3.42
5. Percentage to total means applied to construction, equipment, etc.,	3.41
6. Paid for interest,	13,614 00
7. Dividends declared, 1 per cent. for the year, amount,	2,433 00
8. Date of last dividend declared,	Feb. 15, 1875,
9. Balance for the year, or surplus,	390 48
10. Deficit at commencement of the year,	150 04
11. TOTAL SURPLUS,	240 44

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Railroad,	\$398,925 45
Boston & Lowell R. R. Corporation for equipment,	82,543 39
Boston & Lowell Railroad Corporation,	45 75
Cash,	2,067 21
	\$484,021 80
CR.	
Capital stock,	\$243,305 00
Bonds, due 1878,	226,900 00
Unpaid State tax,	962 13
Unpaid dividends,	101 25
Note payable,	12,500 00
Profit and loss account,	240 44
Due the Treasurer,	12 98
	\$484,021 80

Description of Road.	
1. Date when opened for public use,	1850
2. Length of main line of road from Tewksbury to Peabody,	16.882 miles.
Length of main line of road in Massachusetts,	16.882 miles.
10. Total length of road belonging to this company,	16.882 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2.598 miles.
12. Same in Massachusetts,	2.598 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	19.480 miles.
14. Same in Massachusetts,	19.480 miles.
19. No. of wooden bridges (agg. length, feet),	1
21. No. of crossings of highways at grade,	19
22. No. of crossings of highways over railroad,	3
25. No. of highway bridges less than 18 feet above track,	3
27. Number of crossings without gates or flagmen,	19
28. No. of railroad cross'gs at grade, specifying each, [Enters upon the Lowell & Lawrence at Tewksbury, and the Lawrence Branch at Peabody, crosses the Boston & Maine and the Danvers Railroads.]	2

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order,),	3	\$15,250 00	
Locomotives (maximum weight of engines in working order,),			
2. Tenders (average weight of tenders full of fuel and water,),	3		
Tenders (maximum weight of tenders full of fuel and water,),			
(Average joint weight of engines and tenders,),			
5. Snow-plows (average weight,),	1	60 00	
6. Passenger cars (average weight,),	3	4,200 00	
7. Mail and baggage cars (av. weight,),	2	925 00	
8. 8-wheel box fr'ght cars (av. weight,),	10	3,800 00	
9. 4-wheel box freight cars (av. weight,),	19	3,295 00	
10. 8-wheel platform cars (av. weight,),	18	6,100 00	
11. 4-wheel platform cars (av. weight,),	51	9,340 00	
12. Other cars (coal, gravel, &c.)	73	13,260 00	
13. Total value,		\$56,230 00 ^a	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	99½	-	

^a As per appraisal made in 1858.

Mileage, Traffic, &c.

[Included in the return of the Boston & Lowell Rowell R. R. Corporation.]

Statement of Accident.

August 2, 1875. Warren Twiss was found dead upon the track at Peabody. Supposed to have been murdered and the body placed in that position.

F. B. CROWNINSHIELD,
H. HOSFORD,
WILLIAM A. BURKE,
Directors of the Boston & Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 9, 1875. Then personally appeared F. B. Crowninshield, H. Hosford, and William A. Burke, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

Name and Residence of Officers.

William E. Livingston, *President*, Lowell; F. H. Nourse, *Treasurer and Clerk*, Winchester.

Directors.—William E. Livingston, Josiah B. French, Atwill F. Wright, Alden B. Buttrick, Daniel S. Richardson, Addison Putnam, and George Runels,—Lowell.

Proper Address for the Company.

F. H. NOURSE, TREASURER AND CLERK, BOSTON.

REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$600,000 00	
2. Capital stock authorized by votes of company, 10,000 shares.		
3. Cap. st'k issued (No. of sh's, 10,000), am't p'd in,	259,685 00	
5. Cap. st'k, total am't p'd in, as per books of the Co.,		\$259,685 00
6. Cap. stock, total amount actually realized,	259,685 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	22,483 55	
9. Par value of shares, \$50; (the average price at which shares were sold, \$25.96 85-100).		
10. Number of stockholders,	18	
11. Amount of stock held in Massachusetts,	259,555 00	
12. Number of stockholders in Massachusetts,	15	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge bonds, due Oct. 1, '80, int'st 6 per ct.,	150,000 00	
Bonds, due Oct. 1, 1881, int'st, per cent.,	125,000 00	
14. Total amount of funded debt,		275,000 00
18. Total debt liabilities,		275,000 00
19. (Amount actually received from the same),	280,000 00	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		224,671 44
21. Proportion of same per mile of road,	19,452 07	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$125,382 06	
2. Bridging,	13,448 80	
3. Superstructure, including rails,	82,063 10	
4. Land, land damages and fences,	101,977 56	
5. Pass., fr'ght and water stations, and wood-sheds,	25,303 16	
6. Engine-houses, car-sheds and turn-tables,	4,226 66	
8. Interest paid during construction, discount, &c.,	21,886 70	
9. Engineering, agencies, salaries and other expenses during construction,	87,878 58	
10. Total expended for construction,		\$462,166 62
11. Av. cost of constr'n per mile of road built by Co.,	40,014 43	
12. Same per mile of single track built by company, not including sidings,	40,014 43	
13. Proportion of cost of constr'n for Mass.,	462,166 62	
EQUIPMENT.		
14. Locomotives (number, 3),	15,600 50	

16. Passenger, mail and baggage cars (number, 14),	\$17,026 50	
17. Freight and other cars (number, 15),	6,799 34	
19. <i>Total for equipment,</i>		\$39,426 34
20. Av. cost of equip't per mile of road operated by Co.,	3,413 54	
21. Proportion for Massachusetts,	39,426 34	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of the Duxbury & Cohasset R. R., 1,250 shares, purchased for	125,000 00	
30. <i>Total,</i>		125,000 00
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		626,592 96
33. Proportion for Massachusetts,	626,592 96	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		621,353 52
35. Amount of sinking and contingent funds, [for liquidating bonds due October 1, 1880],	43,660 00	

Revenue for the Year.

1. Receipts from local passengers on roads operated by Co.,		\$2,809 51
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,		63,220 60
4. Receipts for express,		2,251 04
5. Receipts for mails,		1,377 27
6. <i>Total receipts from passenger department,</i>		75,658 42
7. Receipts from local freight on roads operated by this Co.,		584 15
9. Receipts from freight over other roads as tolls, or for use of cars of this company,		15,506 29
10. <i>Total receipts from freight department,</i>		16,090 44
12. TOTAL EARNINGS,		91,748 86
13. Earnings per mile of road operated,	\$7,943 62	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	7,943 62	
15. Per train mile,	1.60+	
16. Proportion for Massachusetts,	91,748 86	
18. Income from rent of property other than road and equipment, stations,		611 59
20. TOTAL INCOME,		92,360 45
21. Percentage of same to capital stock and debt,	19.06	
22. Percentage to means applied to construction, equipment, &c.,	14.74	

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,	\$6,745 58
2. New iron rails, deducting old rails sold (number of miles,, weight per yard, 56 lbs.),	748 20
4. Repairs of bridges,	223 66
5. Repairs of buildings and fixtures (stations),	4,340 82
8. TOTAL,	12,058 26
9. Proportion of same to passenger department,*	\$9,943 54
10. Proportion of same to freight department,*	2,114 72

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,	\$1,751 19
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	1,586 81
3. Insurance premiums and losses by fire and damages for fires set by engines,	244 50
4. Repairs of locomotives,	16,739 43
8. Removing ice and snow,	151 16

* Computed on gross receipts from passenger and freight departments.

9. Fuel for locomotives and cars,—1,721 1965-2240 tons of coal,	\$14,636 44
12. Oil and waste,	1,369 97
13. Switchmen, watchmen, flag and signal men,	1,067 75
14. Telegraph expenses,	300 00
15. TOTAL,	37,847 25
16. Proportion belonging to passenger department, \$31,209 80	
17. Proportion belonging to freight department,	6,637 45
CLASS 3.— <i>Passenger-Train Expenses.</i>	
1. Repairs of passenger, mail and baggage cars,	\$6,590 81
4. Salaries, wages and incidentals of passenger department,	12,691 45
6. TOTAL,	19,282 26
CLASS 4.— <i>Freight-Train Expenses.</i>	
1. Repairs of freight cars,	\$688 60
3. Damages and gratuities, freight,	17 76
4. Salaries, wages and incidentals of freight department,	5,331 86
6. TOTAL,	6,038 22
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	75,225 99
8. Per mile of the road operated,	\$6,513 07
9. Per mile of single track operated, not including sidings,	6,513 07
10. Per train mile,	1.3167
11. Proportion for Massachusetts,	75,225 99
12. Percentage of expenses to income,	81.44
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$17,134 46
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	17,134 46
4. Percentage of same to capital stock and debt,	3.54+
5. Percentage to total means applied to construction, equipment, &c.,	2.73+
6. Paid for interest,	18,028 91
9. Balance for the year, or deficit,	954 45
10. Surplus at commencement of the year,	147,622 97
11. TOTAL SURPLUS,*	146,668 52
12. Paid to sinking funds in hands of trustees,	\$4,000 00
Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	\$75,658 42
2. (Total receipts per train mile, \$1.58.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	9,943 54
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	31,209 80
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	19,282 26
6. TOTAL EXPENSES,	60,435 60
7. (Total expenses per train mile, \$1.262+.)	
8. NET EARNINGS,	15,222 82
9. (Net earnings per train mile, \$0.318+.)	
Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from freight department, as per "Revenue for the Year," No. 10,	\$16,090 44
2. (Total receipts per train mile, \$1.736.)	
* Sinking fund in hands of trustees,	
Premium on bonds,	\$43,660 00
Profit and loss account prior to Old Colony Railroad regime,	1,937 50
Profit and loss account since Old Colony Railroad regime,	79,020 50
	22,050 52
	\$146,668 52

3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10, .	\$2,114 72
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17, .	6,637 45
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	6,038 22
6. TOTAL EXPENSES,	14,790 39
7. (Total expenses per train mile, \$1.596.)	
8. NET EARNINGS,	1,300 05
9. (Net earnings per train mile, \$0.14.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.

Construction and equipment,	\$501,592 96
Duxbury & Cohasset R. R. Co. stock account,	125,000 00
Material on hand,	4,432 00
Cash,	4,485 44
Agents' department,	2,183 12
Sinking fund in hands of trustees,	43,660 00
	<hr/>
	\$681,353 52

CR.

Capital stock,	\$259,685 00
Bonds due Oct. 1, 1880,	150,000 00
Bonds due Oct. 1, 1881,	125,000 00
Premium on bonds,	\$1,937 50
Sinking fund in hands of trustees,	43,660 00
Income, or profit and loss account,	101,071 02
	<hr/>
	146,668 52
	<hr/>
	\$681,353 52

Description of Road.	
1. Date when opened for public use,	January 1, 1849.
2. Length of main line of road from Braintree to Cohasset,	11.55 miles.
Length of main line of road in Massachusetts,	11.55 miles.
10. Total length of road belonging to this company,	11.55 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2.76 miles.
12. Same in Massachusetts,	2.76 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	14.31 miles.
14. Same in Massachusetts,	14.31 miles.
17. Number of spans of bridges of 25 feet and upwards,	5
19. Number of wooden bridges (aggregate length, 739 feet),	9
21. No. of crossings of highways at grade,	25
22. No. of crossings of highways over railroad,	4
23. No. of crossings of highways under railroad,	2
25. No. of highway bridges less than 18 feet above track,	4
26. No. of crossings with gates or flagmen,	2
27. No. of crossings without gates or flagmen,	23
35. Total miles of road operated by this company,	11.55
36. Total miles of road oper'd by this Co. in Mass.,	11.55

37. No. of stat'ns on all roads operated by this Co.,	10
38. Same in Massachusetts,	10
39. Miles of telegraph on line of road op'd by Co.,	11.55
40. Miles of telegraph owned by this company,	11.55
41. No. of telegraph offices in company's stations,	6
42. No. of telegraph stations operated by this Co.,	4
43. No. of telegraph stations operated jointly by railroad and telegraph company,	2

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 23½ tons),	3	-	.110
Locomotives (maximum weight of engines in working order, 24 tons),			
2. Tenders (average weight of tenders full of fuel and water, 15 1-6 tons),	3	\$12,000 00	.259
Tenders (maximum weight of tenders full of fuel and water, 15 1-6 tons),			
(Average joint weight of engines and tenders, 38 11-12 tons),			
3. (Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 39 feet.)			
4. (Total length of heaviest engine and tender over all, 45 feet.)			
5. Snow-plows (average weight, ½ ton),	1	220 00	-
6. Passenger cars (average weight, 35,350 lbs.),	12	30,000 00	1.039
Passenger cars (maximum weight, 36,500 lbs.),	-	-	-
7. Mail and baggage cars (av. weight, 29,550 lbs.),	2	2,000 00	.173
8. 8-wheel box freight cars (av. weight, 16,765 lbs.),	4	1,400 00	.346
10. 8-wheel platform cars (av. weight, 13,500 lbs.),	4	1,200 00	.346
12. Other cars coal [gravel, &c.] (av. w't, 6,960 lbs.),	7	1,225 00	.606
13. Total value,		\$48,045 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	11½	-	.996
15. No. of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)	3	-	-
16. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	11	-	-

Mileage, Traffic, &c.

1. Miles run by passenger trains,	47,868	
2. Speed of express pass'er trains, including stops,	25 miles per hour.	
3. Speed of accommodation trains, including stops,	22 miles per hour.	
4. Miles run by freight trains,	9,266	
6. Speed of accommod'n fr'ght trains, includ'g stops,	7 miles per hour.	
8. Total train miles run,		57,134
9. No. of through pass'rs (whole length of road),	120,069	
10. No. of local passengers (over part of road),	406,388	
11. Total number of passengers carried,		526,457
12. Total pass'r mileage, or pass'rs carried one mile,		3,199,526
13. Passenger mileage to and from other roads,	2,983,154	

14. Number of tons carried,	36,189
15. Total freight mileage, or tons carried one mile,	223,585
16. Freight mileage to and from other roads,	220,438
17. Highest rate of fare per mile, for any distance,	10 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	3.4 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	4 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.1 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.7 cents.
22. Average rate of fare per mile for <i>all</i> passengers,	2.2 cents.
23. Highest rate of freight per ton per mile, for any distance,	67.5 cents.
24. Lowest rate of freight per ton per mile, for any distance,	3.2 cents.
25. Av. rate of fr'ght per ton per mile on roads operated by this Co.,	9.2 cents.
26. Average rate of freight per ton per mile to and from other roads,	7 cents.
27. Average number of cars in passenger trains, including baggage cars,	4.02
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	5
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	106.9 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	76.8 tons.
31. Number of persons regularly employed by company, including officials,	45

Classification of Business.	
PASSENGERS.	
3. Passengers travelling only within this State,	526,457
4. Total season-ticket passengers (round trip),	78,739

ONSLOW STEARNS,
URIEL CROCKER,
OLIVER AMES,
E. N. WINSLOW,
Directors of the South Shore Railroad Company

COMMONWEALTH OF MASSACHUSETTS.
SUFFOLK, ss. November 3, 1875. Then personally appeared Onslow Stearns, Uriel Crocker, Oliver Ames, E. N. Winslow, and severally made oath to the truth of the foregoing statement by them subscribed.
JOHN M. WASHBURN, *Justice of the Peace.*

Name and Residence of Officers.
Onslow Stearns, *President*; J. R. Kendrick, *Superintendent*; J. M. Washburn, *Treasurer*,—all of Boston.

Proper Address for the Company.
SOUTH SHORE RAILROAD COMPANY (P. O. Box 5251), BOSTON, MASS.

REPORT

OF THE

SPRINGFIELD, ATHOL & NORTH-EASTERN RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter [and subsequent legislation],	\$1,000,000 00
2. Capital stock authorized by votes of company,	850,000 00
3. Cap. st'k issued (No. of sh's, 8,159), am't p'd in,	815,900 00
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 9),	540 00
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,	\$816,440 00
6. Cap. stock, <i>total amount actually realized</i> ,	816,440 00
7. Cap. st'k p'd in per mile of road owned by Co.,	16,833 81
9. Par value of shares, \$100; (the average price at which shares were sold, \$100).	
10. Number of stockholders,	166
11. Amount of stock held in Massachusetts,	813,700 00
12. Number of stockholders in Massachusetts,	163
DEBT.	
13. Funded debt, as follows:—	
1st mort'ge b'ds, due July 1, 1883, int'st, 7 per ct.,	50,000 00
1st mort'ge b'ds, due July 1, 1888, int'st, 7 per ct.,	145,900 00
1st mort'ge b'ds, due July 1, 1891, int'st, 7 per ct.,	99,000 00
1st mort'ge b'ds, due July 1, 1893, int'st, 7 per ct.,	129,000 00
14. Total amount of funded debt,	423,900 00
15. Unfunded debt, incurred for construction, equipment or purchase of property,	248,923 33
17. Other debts—current credit balances, &c.,	80,467 73
18. <i>Total debt liabilities</i> ,	753,291 06
19. (Amount actually received for the same),	661,639 04
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	736,589 36
21. Proportion of same per mile of road,	15,187 41
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$577,855 02
2. Bridging,	56,440 19
3. Superstructure, including rails,	476,447 73
4. Land, land damages and fences,	181,927 95
5. Pass., fr'ght and water stations, and wood-sheds,	22,990 47
6. Engine-houses, car-sheds and turn-tables,	8,518 93
8. Interest paid during construction, discount, &c.,	12,383 56
9. Engineering, agencies, salaries and other expenses during construction,	15,831 59
10. <i>Total expended for construction</i> ,	\$1,352,395 44
11. Av. cost of constr'n per mile of road built by Co.,	27,884 44

12. Same per mile of single track built by company, not including sidings,	\$27,884 44	
13. Proportion of cost of construction for Mass.,	1,352,395 44	
EQUIPMENT.		
14. Locomotives (number, 4),	32,071 49	
16. Passenger, mail and baggage cars (number, 7),	14,940 40	
17. Freight and other cars (number, 20),	15,012 20	
18. Machinery and tools,	1,305 09	
19. Total for equipment,		\$63,329 18
20. Average cost of equipment <i>per mile of road operated</i> by company,	1,305 75	
21. Proportion for Massachusetts,	63,329 18	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of Springfield, Athol & North-Eastern R. R., 453 shares, purchased for	45,300 00	
28. Houses and lands in Dana (not used for the business of road),	3,500 00	
Houses and lands in Enfield (not used for the business of road),	1,000 00	
Shop and lands in Springfield (not used for the business of road),	30,000 00	
30. Total,		79,800 00
31. Property in Massachusetts (including proportion of equipment),	143,129 18	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		1,495,524 62
33. Proportion for Massachusetts,	1,495,524 62	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		1,512,802 79

Expenditures Charged to Property Account during the Year.		
1. Main line, extension or alteration of road,	\$7,902 87	
4. Land [land damages and fences],	9,804 36	
5. Pass. and fr't stations, wood-sheds and water stations,	3,652 58	
6. Engine-houses, car-sheds and turn-tables,	624 72	
9. New passenger cars,	3,797 50	
11. New freight cars,	2,000 00	
12. Machine-shops, machinery and tools,	137 70	
15. Other expenditures charged to property account,— Interest, engineering, agencies, salaries, and other expenses during construction,	19 00	
64 shares S., A. & N. E. R. R. stock,	6,400 00	
16. TOTAL,	34,338 73	
17. Property sold and credited property acc't during the year,	1,482 80	
18. Net addition to property account for the year,	32,855 93	

Revenue for the Year.		
1. Receipts from local passengers on roads operated by this Co.,	\$34,668 60	
2. Receipts from passengers from and to other roads over roads operated by this company,	3,923 11	
Receipts from passengers for extra baggage,	44 77	
4. Receipts for express,	1,190 69	
5. Receipts for mails,	2,998 86	
6. Total receipts from passenger department,	42,826 03	
7. Receipts from local freight on roads operated by this Co.,	36,085 91	
8. Receipts from freight from and to other roads over roads operated by this company,	15,960 23	
10. Total receipts from freight department,	52,046 14	
12. TOTAL EARNINGS,	94,872 17	
13. Earnings per mile of road operated,	\$1,956 12	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	1,956 12	

15. Per train mile, . . . . .	.956	
16. Proportion for Massachusetts,	\$94,872 17	
18. Income from rent of property other than road and equipm't, [rent of lands, dwelling-houses and shops],		\$2,517 30
20. TOTAL INCOME,		97,389 47
21. Percentage to capital stock and debt,	6.27	
22. Percentage to means applied to constr'n, equipm't, &c.,	6.51	

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,		\$12,441 70
4. Repairs of bridges,		245 01
5. Repairs of buildings and fixtures (stations),		246 40
6. Repairs of, and additions to, machine-shops and machinery,		26 67
7. Repairs of fences, road crossings and signs,		8 06
8. TOTAL,		12,967 84
9. Proportion of same to passenger department,*	\$5,853 78	
10. Proportion of same to freight department,*	7,114 06	

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,		202 19
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,		15,264 17
3. Insurance premiums and losses by fire and damages for fires set by engines,		759 90
4. Repairs of locomotives,		1,158 85
8. Removing ice and snow,		371 07
9. Fuel for locomotives and cars, 2,800 cords of wood, cost \$9,660.00; 32 tons of coal, cost \$287.04,		9,947 04
10. Water,		28 14
11. Fuel for stations and shops (included with fuel for locomotives and cars).		
12. Oil and waste,		942 93
13. Switchmen, watchmen, flag and signalmen,		958 75
14. Telegraph expenses,		657 78
15. TOTAL,		30,290 82
16. Proportion belonging to passenger department,	\$13,673 51	
17. Proportion belonging to freight department,	16,617 31	

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,		928 66
3. Damages and gratuities, passenger,		42 00
4. Salaries, wages and incidentals of passenger department,		6,964 71
6. TOTAL,		7,935 37

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,		308 16
3. Damages and gratuities, freight,		99 67
4. Salaries, wages and incidentals of freight department,		8,379 28
6. TOTAL,		8,787 11
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		59,981 14
8. Per mile of the road operated,	\$1,236 72	
9. Per mile of single track operated, not including sidings,	1,236 72	
10. Per train mile, . . . . .	.605	
11. Proportion for Massachusetts,	59,981 14	
12. Percentage of expenses to income,	61.60	

* Computed on *gross receipts* from passenger and freight departments.

Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$37,408 33
2. Amount paid other companies as rent for use of road:—	
Vt. & Mass. (now Fitchburg) R. R. Co., for use of track	
\$100 per month, water and station accommod'n at Athol,	1,200 00
Boston & Albany R. R. Co., for use of track in Springfield,	
water and office rent,	6,741 93
3. Net income above operat'g expenses and am't p'd for rent of road,	29,466 40
4. Percentage of same to capital stock and debt, 1.89	
5. Percentage to total means applied to construc-	
tion, equipment, &c., 1.97	
6. Paid for interest,	30,424 83
Interest accrued during the year unpaid,	19,728 46
9. Balance for the year, or deficit,	20,626 89
10. Deficit at commencement of the year,	36,241 38
11. TOTAL DEFICIT,	56,928 27

Receipts, Expenses, Net Earnings, &c., of Passenger Department.	
1. TOTAL RECEIPTS from passenger department, as per "Revenue for the Year," No. 6,	\$42,826 03
2. (Total receipts per train mile, \$0.674.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	5,853 78
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	13,673 51
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	7,935 37
6. TOTAL EXPENSES,	27,462 66
7. (Total expenses per train mile, \$0.432.)	
8. NET EARNINGS,	15,363 37
9. (Net earnings per train mile, \$0.242.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.	
1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$52,046 14
2. (Total receipts per train mile, \$1.604,)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	7,114 06
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	16,617 31
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	8,787 11
6. TOTAL EXPENSES,	32,518 48
7. (Total expenses per train mile, \$1.002)	
8. NET EARNINGS,	19,527 66
9. (Net earnings per train mile, \$0.602.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.	
DR.	
Construction,	\$1,352,395 44
Equipment,	63,329 18
Real estate,	34,500 00
Railroad stock,	45,300 00
Fuel and other supplies on hand,	576 47
Due from the U. S. P. O. department,	749 73
Sundry bills receivable,	178 70
Due from station agents,	13,244 31
Cash,	2,528 96
Deficit,	56,928 27
	\$1,569,731 06

	CR.	
Capital stock,	.	\$816,440 00
Funded debt,	.	423,900 00
Unfunded debt incurred for construction, equip-		
ment, and purchase of property,	.	248,923 33
Interest coupons on bonded debt overdue and unp'd,	.	54,236 00
Other interest accrued during the year and unpaid,	.	5,492 46
Balances due other roads,	.	8,293 47
Pay-roll for September,	.	3,469 72
Other debts and balances due sundry persons,	.	8,976 08
		<u>\$1,569,731 06</u>

Description of Road.		
1. Date when opened for public use,—		
From Athol to Barrett's Junction,	.	October 16, 1871.
From Barrett's Junction to Springfield,	.	December 3, 1873.
2. Length of main line from Springfield to Athol,	.	48.5 miles.
Length of main line of road in Massachusetts,	.	48.5 miles.
10. Total length of road belonging to this company,		48.5 miles.
11. Aggregate length of sidings and other tracks		
not above enumerated,	.	2.705 miles.
12. Same in Massachusetts,	.	2.705 miles.
13. Aggregate length of tracks belonging to this		
company, computed as single track,	.	51.205 miles.
14. Same in Massachusetts,	.	51.205 miles.
17. No. of spans of bridges of 25 feet and upwards,	.	7
19. No. of wooden bridges (agg. length, 783 feet),	.	5
21. No. of crossings of highways at grade,	.	46
22. No. of crossings of highways over railroad,	.	1
23. No. of crossings of highways under railroad,	.	1
24. No. of highway bridges 18 feet above track,	.	1
27. No. of crossings without gates or flagmen,	.	46
28. No. of railroad cross'gs at grade [New London		
Northern at Barrett's Junction],	.	1
29. No. of railroad crossings over other railroads		
[Boston & Albany at Springfield],	.	1
35. Total miles of road operated by this company,	.	48.5
36. Total miles of road oper'd by this Co. in Mass.,	.	48.5
37. No. of stat'ns on all roads operated by this Co.,	.	17
38. Same in Massachusetts,	.	17
39. Miles of telegraph on line of road op'd by this Co.,	.	49
41. No. of telegraph offices in Co.'s stations,	.	6
43. No. of telegraph stations operated jointly by		
railroad and telegraph company,	.	6

Rolling Stock.

	Total number.	Value.	Per mile road op-erated.
1. Locomotives (average weight of engines in working order, 27 tons),	4	-	.083
Locomotives (maximum weight of engines in working order, 31 tons),			
2. Tenders (average weight of tenders full of fuel and water, 16 tons),	4	\$32,000 00	.083
Tenders (maximum weight of tenders full of fuel and water, 20 tons),			
(Average joint weight of engines and tend-ers, 43 tons.)			

Rolling Stock—Continued.

	Total number.	Value.	No. per mile road operated.
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 37½ feet.			
4. Total length of heaviest engine and tender over all, 40 5-6 feet.			
6. Passenger cars (average weight, 18 tons), .	4	\$11,000 00	.033
Passenger cars (maximum weight, 22 tons), .	—	—	—
7. Mail and baggage cars (av. weight, 15 tons), .	3	3,000 00	.062
8. 8-wheel box freight cars (av. weight, 10 tons), .	12	9,600 00	.247
10. 8-wheel platform cars (av. weight, 8 tons), .	8	4,400 00	.164
13. Total value, . . . . .	.	\$60,000 00	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	20	—	.412
15. Number of locomotives equipped with train brakes,	None	—	—
16. Number of cars equipped with train brakes,	None	—	—
17. Number of passenger cars with Miller platform and buffer,	None	—	—
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		63,502	
2. Speed of express pass'r trains, includ'g stops, .		25 miles per hour.	
3. Speed of accommodation trains, includ'g stops, .		20 miles per hour.	
4. Miles run by freight trains,		32,441	
6. Speed of accommod'n fr'ght trains, includ'g stops, .		12 miles per hour.	
7. Miles run by other trains [construction],		3,215	
8. Total train miles run,			99,158
9. No. of through pass'rs (whole length of road),		4,264	
10. No. of local passengers (over part of road),		81,428	
11. Total number of passengers carried,			85,692
12. Total pass'r mileage, or pass'rs carried one mile,			1,252,195
13. Passenger mileage to and from other roads,		118,622	
14. Number of tons carried,			54,597
15. Total freight mileage, or tons carried one mile,			1,029,493
16. Freight mileage to and from other roads,		694,726	
17. Highest rate of fare per mile, for any distance		10 cents.	
18. Lowest rate of fare per mile, for any distance (single fare),		1.76 cents.	
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,		3.14 cents.	
20. Average rate of fare per mile received from passengers to and from other roads,		2.9 cents.	
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		1.3 cents.	
22. Average rate of fare per mile for all passengers,		3.1 cents.	
23. Highest rate of freight per ton per mile, for any distance,		60 cents.	
24. Lowest rate of freight per ton per mile, for any distance,		2 cents.	
25. Average rate of freight per ton per mile on roads operated by this company,		5 cents.	

26. Average rate of freight per ton per mile to and from other roads,	2.78 cents.
27. Average number of cars in passenger trains, including baggage cars,	2
28. Average No. of cars in freight trains (basis of 8 wheels),	11
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	80 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	154 tons.
31. Number of persons regularly employed by company, including officials,	79

Classification of Business.	
PASSENGERS.	
3. Passengers travelling only within this State,	85,692
4. Total season-ticket passengers (round trip),	7,316

EDWARD SMITH,
STEPHEN P. BAILEY,
J. W. GOODMAN,
W. B. KIMBALL,
J. C. HILL,
THOMAS H. GOODSPEED,
Directors of the Springfield, Athol & North-Eastern Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 15, 1875. Then personally appeared Thomas H. Goodspeed and made oath to the truth of the foregoing statement by him subscribed.

Before me, ENOCH T. LEWIS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 15, 1875. Then personally appeared Edward Smith, Stephen P. Bailey, J. W. Goodman, W. B. Kimball, and J. C. Hill, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me, THOMAS H. GOODSPEED, *Justice of the Peace.*

Name and Residence of Officers.

Willis Phelps, *President*, Springfield; Edward Smith, *Vice-President*, Enfield; Thomas H. Goodspeed, *Clerk and Treasurer*, Athol; John W. Phelps, *Superintendent*, Springfield; E. M. Bartlett, *General Freight and Ticket Agent*, Springfield; L. W. Bartlett, *Bookkeeper and Cashier*, Springfield. *Directors.*—Willis Phelps,

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Homer Foote, Wm. Birnie, Chas. R. Ladd,—of Springfield; Edward Smith, W. B. Kimball,—of Enfield; S. P. Bailey, Greenwich; J. W. Goodman, Dana; Samuel Adams, New Salem; John C. Hill, Thomas H. Goodspeed,—of Athol.

Proper Address for the Company.

**SPRINGFIELD, ATHOL & NORTH-EASTERN RAILROAD COMPANY,
SPRINGFIELD, MASS.**

REPORT
OF THE
SPRINGFIELD & NEW LONDON RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[This road is in process of construction.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$200,000 00	
2. Capital stock authorized by votes of company,	200,000 00	
4. Cap. st'k p'd in on sh's not iss'd (No. sh's,),	80,980 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$80,980 00
9. Par value of shares, \$100.		
DEBT.		
[No debt.]		
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
10. Total expended for construction,		\$43,283 92
13. Proportion of cost of construction for Mass.,	\$43,283 92	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		43,283 92
33. Proportion for Massachusetts,	43,283 92	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		80,980 00

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Paid on account of contract,		\$43,283 92
Cash,		37,696 08
		\$80,980 00
CR.		
Paid in on stock,		\$80,980 00

Description of Road.		
2. Length of main line of road, from Springfield to state line of Connecticut,	7.5 miles.	
Length of main line of road in Massachusetts,	7.5 miles.	
10. Total length of road belonging to this company,		7.5 miles.
11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.5 mile.	
12. Same in Massachusetts, . . . . .	.5 mile.	
13. Aggregate length of tracks belonging to this company computed as single track,		8 miles.
15. Total length of steel rails in track belonging to this company,	All of steel.	
(Weights per yard, 56 lbs.)		
17. No. of spans of bridges of 25 feet and upwards,	2	
19. No. of wood'n bridges (ag. length, 2 spans of 153 feet=306 feet),	-	-

21. No. of crossings of highways at grade, . . .	12
22. No. of crossings of highways over railroad, . .	1
23. No. of crossings of highways under railroad, .	None.
24. No. of highway bridges less than 18 feet above track,	1
26. No. of crossings with gates or flagmen, . . .	None.
27. No. of crossings without gates or flagmen, . .	12

EMERSON WIGHT,
HINSDALE SMITH,
CHARLES O. CHAPIN,
HORACE SMITH,
HENRY W. PHELPS,
HENRY FULLER, JR.,
LEWIS J. POWERS,
JAMES KIRKHAM,
VIRGIL PERKINS,
M. L. TOURTELOTTE,
J. H. APPLETON,
C. L. COVELL,
GURDON BILL,

Directors of the Springfield & New London Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. December 8, 1875. Then personally appeared Gurdon Bill, above named, and made oath to the truth of the foregoing statement by said directors subscribed.

CHAS. L. LONG, *Justice of the Peace.*

Name and Residence of Officers.

Gurdon Bill, *President*; L. J. Powers, *Vice-President*; D. L. Harris, *Clerk*; James Kirkham, *Treasurer*,—all of Springfield.

Proper Address for the Company.

SPRINGFIELD & NEW LONDON RAILROAD CO., SPRINGFIELD, MASS.

REPORT

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[This road is leased to and operated by the Housatonic Railroad Company of Conn.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$550,000 00	
2. Capital stock authorized by votes of company,	550,000 00	
3. Cap. st'k issued (No. of sh's, 4,487); am't p'd in,	448,700 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$448,700 00
6. Cap. st'k, total amount actually realized,	448,700 00	
7. Cap. st'k paid in per mile of road owned by Co.,	20,395 45	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	218	
11. Amount of stock held in Massachusetts,	282,200 00	
12. Number of stockholders in Massachusetts,	157	
DEBT.		
17. Current credit balances, &c.,	185 50	
18. Total debt liabilities,		185 50
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, &c.,		Nothing.
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
10. Total expended for construction,		\$448,700 00
11. Av. cost of constr'n per mile of road built by Co.,	\$20,395 45	
12. Same per mile of single track built by company, not including sidings,	20,395 45	
13. Proportion of cost of construction for Mass.,	448,700 00	
EQUIPMENT. [None.]		
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of S. & P. R. R., 34 sh's, purch'd for [say]	2,550 00	
30. Total,		2,550 00
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		451,250 00
33. Proportion for Massachusetts,	451,250 00	
34. TOTAL PROPERTY AND ASSETS OF THE COMPANY,		451,492 46
Revenue for the Year.		
11. Receipts as rents for use of road and equipment,		\$31,409 00
12. TOTAL EARNINGS,		31,409 00
19. Income from all other sources,—		
Dividend on 34 shares S. & P. R. R. stock,		238 00
20. TOTAL INCOME,		31,647 00
21. Percentage of same to capital stock and debt,	7.05	
22. Percentage to means applied to constr'n, equipm't, etc.,	7.01	

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Expenses for the Year.	
1. Taxes, state and local,	\$5,219 50
2. General salaries, office expenses and miscellaneous,	218 70
15. TOTAL,	5,438 20
7. TOTAL EXPENSES,	5,438 20
11. Proportion for Massachusetts,	\$5,438 20
Net Income, Dividends, &c.	
1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$26,208 80
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	26,208 80
4. Percentage of same to capital stock and debt,	5.84
5. Percentage to total means applied to construction, equipment, etc.,	5.80
6. Paid for interest,	79 57
7. Dividends declared 7 per cent., less state tax and interest, for the year, amount,	26,109 93
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or surplus,	19 30
10. Surplus at commencement of the year,	2,587 66
11. TOTAL SURPLUS,	2,606 96

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$448,700 00
34 shares Stockbridge & Pittsfield Railroad stock,	2,550 00
Cash,	242 46
	<hr/>
	\$451,492 46
CR.	
Capital stock,	\$448,700 00
Unclaimed dividends,	185 50
Surplus,	2,606 96
	<hr/>
	\$451,492 46

Description of Road.	
1. Date when opened for public use,	1850.
2. Length of main line of road [from Stockbridge to Pittsfield],	22 miles.
Length of main line of road in Massachusetts,	22 miles.
10. Total length of road belonging to this company,	22 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	3.25 miles.
12. Same in Massachusetts,	3.25 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	25.25 miles.
14. Same in Massachusetts,	25.25 miles.
17. No. of spans of bridges of 25 feet and upwards,	11
19. No. of wooden bridges (agg. length, 640 feet),	11
21. No. of crossings of highways at grade,	24
22. No. of crossings of highways over railroad,	2
23. No. of crossings of highways under railroad,	3
25. No. of highway bridges less than 18 feet above track,	2
27. No. of crossings without gates or flagmen,	24
[Mileage, traffic, etc., are included in the report	

made by the Housatonic Railroad Company of the operation of the several roads in Massachusetts leased by said company.]

D. R. WILLIAMS,
L. S. ADAMS,
F. HOFFMAN,
M. WARNER,
D. A. KIMBALL,

Directors of the Stockbridge & Pittsfield Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. STOCKBRIDGE, October 23, 1875. Then personally appeared David R. Williams, L. S. Adams, Ferdinand Hoffman, Marshall Warner, David A. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed.

J. Z. GOODRICH, *Justice of the Peace.*

Name and Residence of Officers.

D. R. Williams, *President*; D. A. Kimball, *Treasurer*; J. Z. Goodrich, *Clerk*,—all of Stockbridge. *Directors.*—D. R. Williams, Stockbridge; S. M. Buckingham, Poughkeepsie, N. Y.; D. A. Kimball, L. S. Adams, F. Hoffmann, T. J. Williams, M. Warner,—all of Stockbridge.

Proper Address for the Company.

D. A. KIMBALL, *Treasurer*, STOCKBRIDGE, MASS.

REPORT
OF THE
STONY BROOK RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Lensed to the Nashua & Lowell R. R. Co., and operated by the Boston & Lowell and Nashua & Lowell corporations jointly.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$300,000 00	
2. Capital stock authorized by votes of company,	300,000 00	
3. Cap. st'k iss'd (No. of sh's,) am't paid in,	300,000 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$300,000 00
6. Cap. stock, total amount actually realized,	300,000 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	22,796 35	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100).		
10. Number of stockholders,	245	
11. Amount of stock held in Massachusetts,	282,500 00	
12. Number of stockholders in Massachusetts,	227	
DEBT.		
17. Unpaid dividends,	540 00	
18. Total debt liabilities,		540 00
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		Nothing.
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	\$82,898 72	
2. Bridging,	3,600 03	
3. Superstructure, including rails,	118,197 05	
4. Land, land damages and fences,	35,506 01	
5. Pass., fr'ght and water-stations and wood-sheds,	11,462 41	
6. Engine-houses, car-sheds and turn-tables,	22,484 05	
8. Interest paid during construction, discount, &c.,	374 88	
9. Engineering, agencies, salaries, and other expenses during construction,	25,570 42	
10. Total expended for construction,		\$300,093 57
11. Av. cost of constr'n per mile of road built by Co.,	22,803 46	
12. Same per mile of single track built by company, not including sidings,	22,803 46	
13. Proportion of cost of construction for Mass.,	300,093 57	
EQUIPMENT.		
[None.]		
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		300,093 57
33. Proportion for Massachusetts,	300,093 57	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		305,227 53

Revenue for the Year.	
[This road is leased to the Nashua & Lowell R. R. Corporation.]	
11. Receipts as rents for use of road and equipm't, when leased,	\$18,300 00
12. TOTAL EARNINGS,	18,300 00
16. Proportion for Massachusetts,	\$18,300 00
19. Income from all other sources,	698 17
Interest received,	220 42
20. TOTAL INCOME,	19,218 59
21. Percentage of same to capital stock and debt,	6.40
22. Per cent. to means applied to constr'n, equipm't, &c.,	6.40
Expenses for the Year.	
2. General salaries, office expenses and miscellaneous,	\$287 25
7. TOTAL EXPENSES,	287 25
11. Proportion for Massachusetts,	\$287 25
Net Income, Dividends, &c.	
1. TOTAL NET INCOME,	\$18,931 34
3. <i>Net income above oper'g expenses and am't p'd for rent of road,</i>	18,931 34
4. Percentage of same to capital stock and debt,	6.31
5. Percentage to total means applied to construction, equipment, etc.,	6.31
7. Dividends declared, 6 per cent. for the year, amount,	18,000 00
8. Date of last dividend declared,	May 1, 1875.
9. Balance for the year, or surplus,	931 34
10. Surplus at commencement of the year,	3,756 19
11. TOTAL SURPLUS,	4,687 53

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$276,601 19
Real estate,	23,492 38
Bills receivable,	2,000 00
Mechanics' Savings Bank deposit,	2,135 54
Cash,	998 42
	\$305,227 53
CR.	
Capital stock,	\$300,000 00
Dividends unpaid,	540 00
Profit and loss,	4,687 53
	\$305,227 53

Description of Road.	
1. Date when opened for public use,	July 1, 1848.
2. Length of main line of road from N. Chelmsford to Ayer,	13.16 miles.
Length of main line of road in Massachusetts,	13.16 miles.
10. Total length of road belonging to this Co.,	13.16 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	.95 mile.
12. Same in Massachusetts,	.95 mile.
13. Aggregate length of tracks belonging to this company, computed as single track,	14.11 miles.
14. Same in Massachusetts,	14.11 miles.
17. No. of spans of bridges of 25 feet and upwards,	5
19. No. of wooden bridges,	3

21. No. of crossings of highways at grade, . . .	14
25. No. of highway bridges less than 18 feet above track, . . .	3
26. No. of crossings with gates or flagmen, . . .	3
27. No. of crossings without gates or flagmen, . . .	11
30. No. of railroad crossings under other railroads	1
39. Miles of telegraph on line of road op'd by Co., .	—
40. Miles of telegraph owned by this company, . .	None.
41. No. of telegraph offices in Co.'s stations, . . .	1
42. No. of telegraph stations operated by this Co.,	None.
43. No. of telegraph stations operated jointly by railroad and telegraph company, . . .	2
[Mileage, traffic, etc., included in the report of the Boston & Lowell and Nashua & Lowell Railroad corporations.]	

F. B. CROWNINSHIELD,
DANIEL S. RICHARDSON,
W. W. BAILEY,
Directors of the Nashua & Lowell Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 15, 1875. Then personally appeared F. B. Crowninshield, Daniel S. Richardson, and W. W. Bailey, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

Name and Residence of Officers.

James B. Francis, *President*; Jacob Rogers, *Clerk and Treasurer*,—of Lowell. *Directors.*—Wm. A. Burke, James B. Francis, Sewall G. Mack, Geo. P. Richardson, Jacob Rogers,—all of Lowell; Benjamin F. Clark, Chelmsford; Joseph H. Read, Westford.

Proper Address for the Company.

STONY BROOK RAILROAD COMPANY, LOWELL, MASS.

R E P O R T

OF THE

VERMONT & MASSACHUSETTS

FOR THE YEAR ENDING SEPTEMBER 30, 1876.

[Leased to and operated by the Fitchburg Railroad Company.]

Capital Stock, Debts, &c.

CAPITAL STOCK.

1. Capital stock authorized by charter,
2. Capital stock authorized by votes of company,
3. Cap. st'k iss'd (No. of sh's, 28,600), am't p'd,
5. Cap. st'k, *total am't p'd in as per books of the company*,
6. Cap. st'k, *total amount actually realized*,
7. Cap. st'k p'd in, per mile of road owned by company,
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.)
10. Number of stockholders,
11. Amount of stock held in Massachusetts,
12. Number of stockholders in Massachusetts,

DEBT.

13. Funded debt, as follows:—
 1st mort'ge b'ds, due July 1, 1883, int'st, 6 per cent,
 Conv'ble b'ds, due July 1, 1879, int'st, 7 per cent,
 Conv'ble b'ds, due July 1, 1885, int'st, 7 per cent,
14. Total amount of funded debt,
15. Unfunded debt, incurred for construction of road, and purchase of equipment or purchase of property,†
17. Other debts—current credit balances, &c.,
18. *Total debt liabilities*,
19. (Amount actually received from the same),
20. Amount of debt liabilities after deducting sinking funds in hands of trustees, and securities and debt balances as do not represent permanent investments,
21. Proportion of same per mile of road,

Cost of Road, Equipment, and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY THE FITCHBURG RAILROAD COMPANY.

1. Grading and masonry,
2. Bridging,
3. Superstructure, including rails,
4. Land, land damages and fences,
5. Pass., fr'ght and water stations, and wood-siding,
 Charged to Greenfield Br. in addition to amount paid by company,
8. Interest paid during construction, discount on bonds,

* The accounts of this company were not properly kept, and the Fitchburg Railroad Company, without being charged, are not credited. This return, made from the books, is not correct.

† Assumed and paid by Fitchburg Railroad Company.

9. Engineering, agencies, salaries, and other expenses during construction,	\$111,041 74	
10. Total expended for construction,		\$3,288,328 01
11. Av. cost of constr'n per mile of road built by Co.,*	41,047 66	
12. Same per mile of single track built by company, not including sidings,*	41,047 66	
13. Proportion of cost of constr'n for Mass.,	2,865,126 67	
EQUIPMENT.		
14. Locomotives (number, 13),	98,500 00	
15. Snow-plows on wheels, (number, 2),	-	-
16. Passenger [19], mail and baggage [7] cars (number, 26),	35,200 00	
17. Freight [275] and other cars [2 derricks and 1 saloon] (number, 278),	127,533 64	
18. Machinery and tools [included in other acc'ts].		
19. Total for equipment,		261,233 64
21. Proportion for Massachusetts,	261,233 64	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
22. Turner's Falls Branch, purchased for	145,300 63	
Buildings and furniture at Hoosac Tunnel, purchased for	14,866 35	
23. Stock of Ashburnham R. R., 10 sh's, purch'd for	1,000 00	
28. Lands in Mass., not used for the business of road,	50,720 46	
Lands in Vt., not used for business of the road,	3,802 95	
29. Other property purchased [Lake Pleasant],	15,252 92	
30. Total,		230,943 31
31. Property in Massachusetts (including proportion of equipment),	488,374 00	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		3,780,504 96
33. Proportion for Massachusetts,	3,293,961 38	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		3,917,744 94
35. Am. of sink'g and cont'g't funds [to extinguish the 1st mortgage bonds],†	56,000 00	
Revenue for the Year.		
11. Rec'pts as rents for use of road and equipm't, when leased,		\$117,400 00
12. TOTAL EARNINGS,		117,400 00
16. Proportion for Massachusetts,	\$117,400 00	
20. TOTAL INCOME,		117,400 00
21. Percentage to capital stock and debt,	3.09	
22. Percentage to means applied to constr'n, equipm't, &c.,	3.10	
Expenses for the Year.		
2. General salaries, office expenses and miscellaneous,		\$3,000 00
7. TOTAL EXPENSES,		3,000 00
Net Income, Dividends, &c.		
1. TOTAL NET INCOME ABOVE EXPENSES,		\$114,400 00
3. Net income above oper'g expenses and am't p'd for rent of road,		114,400 00
4. Percentage of same to capital stock,	4	
7. Dividends declared, 4 per cent. for the year, amount,		114,400 00
8. Date of last dividend declared,		April 7, 1875.
10. Surplus at commencement of the year [per balance sheet],		37,305 47
11. TOTAL SURPLUS [per balance sheet],		37,305 47

* The reply to these questions in last year's return did not include the Turner's Falls Branch.
† Transferred to Fitchburg Railroad Company.

Last General Ba

Construction of main
Construction of Green
Equipment, engines a

Turner's Falls Branch
Ashburnham Railroad
Sinking fund, .
Lake Pleasant, .
Buildings and furniture
Real estate in Fitchburg
in Brattleboro
in Westmoreland
in Erving
in Athol,
in Deerfield

Stock materials,
Fuel, . . .
Oil and waste, .

Loans on interest,
Sundry accounts,
Cash, . . .

Capital stock (28,600
Mortgage bonds, due
Convertible bonds, d
Convertible bonds, d
Notes payable, .
Unpaid dividends,
Road income, .

* Transferred to Fitchburg

- Des
1. Date when opened
From Fitchburg
From Fitchburg

2. Length of main line
Greenfield,
Length of main line

5. Branches owned
Brattleborough
Turner's Falls Branch

6. Total length of line

7. Total length of line
Massachusetts

8. Total length of line
Vermont, .

10. Total length of line
pany, .



11. Aggregate length of sidings and other tracks not above enumerated,	12.16 miles.
12. Same in Massachusetts,	11.16 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	92.27 miles.
14. Same in Massachusetts,	80.96 miles.
15. Total length of steel rails in tracks belonging to this company, (Weights per yard, 60 lbs.)	1.69 miles.
17. No. of spans of bridges of 25 feet and upwards,	61
18. Number of iron bridges (agg. length, 171 feet),	1
19. No. of wooden bridges (agg. length, 6,779 feet),	47
21. No. of crossings of highways at grade,	57
22. No. of crossings of highways over railroad, . .	11
23. No. of crossings of highways under railroad, .	7
24. Number of highway bridges 18 feet above track,	3
25. Number of highway bridges less than 18 feet above track,	8
26. Number of crossings with gates or flagmen, . .	4
27. Number of crossings without gates or flagmen,	53
28. No. of railroad cross'gs at grade,— [Boston, Barre & Gardner R. R., Ware River R. R., New London Northern R. R., and Connec- ticut River R. R.],	4
[Rolling stock, mileage, traffic, &c., included in the return of the Fitchburg R. R. Co.]	

DANIEL S. RICHARDSON,
WILLIAM H. HILL,
JAS. A. DUPEE,
GEO. F. FAY,
THORNTON K. WARE,

Directors of the Vermont & Massachusetts Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 30, 1875. Then personally appeared the above-named Daniel S. Richardson, William H. Hill, and James A. Dupee, and severally made oath to the truth of the foregoing statement by them subscribed.

FRANKLIN N. POOR, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 27, 1875. Then personally appeared the above-named George F. Fay and Thornton K. Ware, and severally made oath to the truth of the foregoing statement by them subscribed.

F. F. WOODWARD, *Justice of the Peace.*

Name and Residence of Officers.

Daniel S. Richardson, *President*, Lowell; Franklin N. Poor, *Treasurer*, Boston; Benjamin D. Locke, *Clerk*, Arlington. *Directors*.—William H. Hill, Boston; James A. Dupee, Walpole; George F. Fay, Thornton K. Ware, Fitchburg; Wendell T. Davis, Greenfield; Francis Goodhue, Brattleborough, Vt.

Proper Address for the Company.

VERMONT & MASSACHUSETTS RAILROAD COMPANY. *Treasurer's Office,*
13 Exchange Street, BOSTON.

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Expenditures Charged to Property Account during the Year.	
16. TOTAL,	\$34,799 10
Revenue for the Year.	
11. Receipts as rents for use of road and equipment,	\$39,375 00
12. TOTAL EARNINGS,	39,375 00
19. Income from all other sources [interest on surplus],	1,349 17
20. TOTAL INCOME,	40,724 17
21. Percentage of same to capital stock and debt,	3.78
22. Percentage to means applied to constr'n, equipm't, &c.,	3.69
Expenses of Operating the Road for the Year.	
[Operated by Boston & Albany R. R. Co.]	
Net Income, Dividends, &c.	
1. TOTAL NET INCOME,	\$40,724 17
4. Percentage of same to capital stock and debt,	3.78
5. Percentage to total means applied to construction, equipment, &c.,	3.69
7. Dividends declared, 2½ and 2½ [in January and July, respectively] per cent. for the year, amount,	39,375 00
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or surplus,	1,349 17
10. Surplus at commencement of the year,	24,099 92
11. TOTAL SURPLUS,	25,449 08

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$1,101,206 67
Cash and notes receivable,	25,449 09
	\$1,126,655 76
CR.	
Capital stock,	\$750,000 00
Furnished by B. & A. R. R. to complete, as per lease,	351,206 67
Profit and loss,	25,449 09
	\$1,126,655 76

Description of Road.	
1. Date when opened for public use:— From Palmer to Gilbertville,	July, 1870.
From Gilbertville to Winchendon,	November, 1873.
2. Length of main line of road from Palmer to Winchendon,	49.30 miles.
Length of main line of road in Massachusetts,	49.30 miles.
10. Total length of road belonging to this company,	49.30 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	4 miles.
12. Same in Massachusetts,	4 miles.
13. Aggregate length of tracks belonging to this company computed as single track,	53.30 miles.
14. Same in Massachusetts,	53.30 miles.
17. Number of spans of bridges of 25 feet and upwards,	8
19. Number of wooden bridges (ag. length, about 1,057 feet),	13

21. No. of crossings of highways at grade, . . .	50
22. No. of crossings of highways over railroad, . .	1
23. No. of crossings of highways under railroad, . .	5
24. Number of highway bridges 18 feet above track, .	1
27. No. of crossings without gates or flagmen, . .	50
28. Number of railroad crossings at grade, . . .	2
[Vt. & Mass. and Cheshire.]	
[Rolling Stock, Mileage, Traffic, etc., included in return of the Boston & Albany R. R. Co.]	

J. A. RUMRILL,
CHAS. E. STEVENS,
WM. W. WHITNEY,
WILLIAM MIXTER,
C. A. PERLEY,
CHAS. A. STEVENS,
Directors of the Ware River Railroad Co.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, October 30, 1875. Then personally appeared J. A. Rumrill, Chas. E. Stevens, W. W. Whitney; William Mixter, C. A. Perley, and Chas. A. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed.

ALBERT HOLT, *Justice of the Peace.*

Name and Residence of Officers.

J. A. Rumrill, *President*, Springfield; Charles E. Stevens, *Treasurer*, Boston; Edgar W. Long, *Clerk*, Springfield.

Proper Address for the Company.

WARE RIVER RAILROAD COMPANY, SPRINGFIELD, MASS.

REPORT

OF THE

WEST AMESBURY BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Boston & Maine Railroad.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$150,000 00	
2. Capital stock authorized by votes of company,	114,000 00	
3. Cap. st'k issued (No. of sh's, 570), am't paid in,	57,000 00	
5. Cap. st'k, <i>total am't p'd in as per books of the Co.</i> ,		\$57,000 00
6. Cap. st'k, <i>total amount actually realized</i> ,	57,000 00	
7. Cap. st'k p'd in, per mile of road owned by Co.,	12,666 66	
10. Number of stockholders,	53	
11. Amount of stock held in Massachusetts,	56,300 00	
12. Number of stockholders in Massachusetts,	50	
DEBT.		
13. Funded debt, as follows:—		
1st mort'ge b'ds, due July 1, 1893, int'st, 7 per ct.,	57,000 00	
14. Total amount of funded debt,		57,000 00
16. Unfunded debt incurred for any other special purpose, and for what,	467 19	
17. Other debts—current credit balances, &c.,	89 81	
18. <i>Total debt liabilities</i> ,		57,557 00
19. (Amount actually received from the same),	57,000 00	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,		57,557 00
21. Proportion of same per mile of road,	12,790 44	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
10. <i>Total expended for construction</i> ,		\$124,425 96
11. Av. cost of constr'n per mile of road built by Co.,	\$27,650 21	
12. Same per mile of single track built by company, not including sidings,	27,650 21	
13. Proportion of cost of construction for Mass.,	62,212 98	
EQUIPMENT.		
[None.]		
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		124,425 96
33. Proportion for Massachusetts,	62,212 98	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		124,425 96

Expenditures Charged to Property Account during the Year.

4. Land,	\$1,000 06
15. Other expenditures charged to property account,	467 20
16. TOTAL,	1,467 26
18. Net addition to property account for the year,	1,467 26

Revenue for the Year.

11. Rec'pts as rents for use of road and equipm't, when leased,	\$5,700 00
20. TOTAL INCOME,	5,700 00
21. Percentage of same to capital stock and debt, 4.97	
22. Percentage to means applied to constr'n, equipm't, &c., 4.58	

Expenses for the Year.

[Expenses of operating paid by the Boston & Maine R. R.]

1. Taxes, state and local,	\$196 81
2. General salaries, office expenses and miscellaneous,	45 93
7. TOTAL EXPENSES,	242 74

Net Income, Dividends, &c.

1. TOTAL NET INCOME,	\$5,457 26
4. Percentage of same to capital stock and debt, 4.76	
5. Percentage to total means applied to construction, equipment, etc., 4.39	
6. Paid for interest,	3,990 00
9. Balance for the year, or surplus,	1,467 26
10. Surplus at commencement of the year,	8,401 70
11. TOTAL SURPLUS,	9,868 96

General Balance Sheet at Closing of Accounts, September 30, 1875.

Dr.

Construction,	\$124,425 96
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Cr.

Capital stock,	\$57,000 00
Bonds,	57,000 00
Notes payable,	89 81
Bills payable,	467 19
Surplus,	9,868 96
	<hr/>
	\$124,425 96

Description of Road.

1. Date when opened for public use (from West Amesbury to Newton, N. H.),	January, 1873.
2. Length of main line of road from West Amesbury to Newton, N. H.,	4.50 miles.
Length of main line of road in Massachusetts,	2.25 miles.
Length of main line of road in New Hampshire,	2.25 miles.
10. Total length of road belonging to this company,	4.50 miles.
11. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.284 mile.
12. Same in Massachusetts, . . . . .	.265 mile.
13. Aggregate length of tracks belonging to this company, computed as single track,	4.784 miles.
14. Same in Massachusetts,	2.515 miles.
21. No. of crossings of highways at grade,	2

23. No. of crossings of highways under bridges, .	1
27. Number of crossings without gates or flagmen, [Rolling stock, mileage, traffic, etc., included in the return of the Boston & Maine Railroad.]	2

WILLIAM H. HASKELL,
JOHN S. POYEN,
WILLIAM GUNNISON,
ALFRED E. GOODWIN,

Directors of the West Amesbury Branch Railroad Company.

NATHANIEL G. WHITE,
GEORGE C. LORD,
JOHN FELT OSGOOD,
JAS. R. NICHOLS,
WM. S. STEVENS,
AMOS PAUL,
NATH'L J. BRADLEE,
N. W. FARWELL,
S. E. SPRING,

Directors of the Boston & Maine R. R. as Lessees of the W. Amesbury Br. R. R.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. October 25, 1875. Then personally appeared Wm. H. Haskell, John S. Poyen, Wm. Gunnison, and Alfred E. Goodwin, and severally made oath to the truth of the foregoing statement by them subscribed.

D. J. POORE, JR., *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY. November 3, 1875. Then personally appeared Nathaniel G. White, George C. Lord, John Felt Osgood, James R. Nichols, Wm. S. Stevens, Amos Paul, Nath'l J. Bradlee, N. W. Farwell, and S. E. Spring, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD, *Justice of the Peace.*

Name and Residence of Officers.

William H. Haskell, *President*; John S. Poyen, *Treasurer*; James D. Pike, *Clerk*,—all of West Amesbury. *Directors*.—William H. Haskell, John S. Poyen, William Gunnison, Alfred E. Goodwin,—all of West Amesbury; William W. Wilder, Newton, N. H.

Proper Address for the Company.

WEST AMESBURY BRANCH RAILROAD CO., WEST AMESBURY, MASS.

REPORT

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Operated under a perpetual lease by the Boston & Albany R. R. Co., and the Housatonic R. R. Co. of Connecticut.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$75,000 00	
2. Capital stock authorized by votes of company,	-	-
3. Cap. st'k issued (No. of sh's, 396), am't p'd in,	39,600 00	
5. Cap. st'k, total am't p'd in, as per books of the Co.,		\$39,600 00
7. Cap. st'k p'd in per mile of road owned by Co.,	14,400 00	
9. Par value of shares, \$100; (the average price at which shares were sold, \$100.)		
10. Number of stockholders,	23	
11. Amount of stock held in Massachusetts,	38,950 00	
12. Number of stockholders in Massachusetts,	20	
DEBT.		
[No debt of any kind.]		
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
10. Total expended for construction,		\$39,600 00
11. Av. cost of constr'n per mile of road built by Co.,	\$14,400 00	
12. Same per mile of single track built by company, not including sidings,	14,400 00	
13. Proportion of cost of constr'n for Mass.,	39,600 00	
EQUIPMENT.		
[None.]		
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		39,600 00
33. Proportion for Massachusetts,	39,600 00	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		40,674 26
Revenue for the Year.		
11. Receipts as rents for use of road and equipment,		\$1,852 42
12. TOTAL EARNINGS,		1,852 42
16. Proportion for Massachusetts,	\$1,852 42	
19. Income from all other sources,—		
Dividend on 8 shares stock,		30 00
Interest on bills receivable,		31 86
20. TOTAL INCOME,		1,914 28
21. Percentage of same to capital stock and debt,	4.83	
22. Percentage to means applied to construction, equipment, &c.,	4.83	

Expenses for the Year.	
1. Taxes, state and local,	\$327 10
2. General salaries, office expenses and miscellaneous,	21 25
15. TOTAL,	348 35
7. TOTAL EXPENSES,	348 35
11. Proportion for Massachusetts,	\$348 35
Net Income, Dividends, &c.	
1. TOTAL NET INCOME,	\$1,565 93
4. Percentage of same to capital stock and debt, 3.9	
5. Percentage to total means applied to construction, equipment, &c., 3.9	
7. Dividends declared, 3.75 per cent. for the year, amount,	1,485 00
8. Date of last dividend declared,	April 1, 1875.
9. Balance for the year, or surplus,	80 93
10. Surplus at commencement of the year,*	993 33
11. TOTAL SURPLUS,	1,074 26

* There was an error in statement of total surplus in last return, caused by crediting a \$50 monthly payment twice in some former return.

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
•Construction,	\$39,600 00
8 shares West Stockbridge Railroad stock,	400 00
Cash,	674 26
	<hr/>
	\$40,674 26
CR.	
Capital stock,	\$39,600 00
Profit and loss,	1,074 26
	<hr/>
	\$40,674 26

Description of Road.	
1. Date when opened for public use,	1838.
2. Length of main line of road from West Stockbridge to state line,	2.75 miles.
Length of main line of road in Massachusetts,	2.75 miles.
10. Total length of road belonging to this company,	2.75 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	2.81 miles.
12. Same in Massachusetts,	2.81 miles.
13. Aggregate length of tracks belonging to this company, computed as single track,	5.56 miles.
14. Same in Massachusetts,	5.56 miles.
19. Number of wooden bridges (aggregate length, feet),	4
21. No. of crossings of highways at grade,	4
27. No. of crossings without gates or flagmen,	4
[Mileage, traffic, etc., included in the return made by the Housatonic R. R. Co., of Conn., of the roads operated by it in Mass.]	

GEO. H. POWER,
HENRY W. TAFT,
GEO. W. KNIFFIN,
Directors of the West Stockbridge Railroad Company.

COMMON

BERKSHIRE, ss. October 3
Taft, and made oath that the
according to the best of his kn
Before

COMMON

BERKSHIRE, ss. October 3
Kniffin, and made oath that
true according to the best of
Before me,

COMMON

BERKSHIRE, ss. November
Power, and made oath to th
scribed.

Name

Geo. H. Power, *President*, H
Pittsfield. *Directors*.—Geo. H
field; George W. Kniffin, Wes
William Bliss, Boston.

Proper

HENRY W. TA

REPORT

OF THE

WORCESTER & NASHUA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock, Debts, &c.	
CAPITAL STOCK.	
1. Capital stock authorized by charter,	\$2,100,000 00
2. Capital stock authorized by votes of company,	1,789,800 00
3. Cap. st'k issued (No. of sh's, 17,898), am't paid in,	1,789,800 00
5. Cap. stock, <i>total am't p'd in as per books of the Co.</i> ,	\$1,789,800 00
6. Cap. st'k, <i>total amount actually realized</i> ,	1,789,800 00
7. Cap. st'k p'd in per mile of road owned by Co.,	39,172 69
9. Par value of shares, \$100; (the average price at which shares were sold, \$85.20.)	
10. Number of stockholders,	961
11. Amount of stock held in Massachusetts,	1,550,700 00
12. Number of stockholders in Massachusetts,	796
DEBT.	
13. Funded debt, as follows:—	
Bonds due Jan. 1, 1881, int'st, 7 per cent.,	125,000 00
Bonds due Jan. 1, 1881, int'st, 6 per cent.,	75,000 00
Bonds due May 1, 1887, int'st, 6 per cent.,	150,000 00
Bonds due April 1, 1893, int'st, 7 per cent.,	250,000 00
Bonds due Feb. 1, 1895, int'st, 7 per cent.,	400,000 00
14. Total amount of funded debt,	1,000,000 00
16. Unfunded debt incurred for any other special purpose [Nashua & Rochester R. R. stock],	212,525 00
17. Other debts—current credit balances, &c.,	34,639 15
18. <i>Total debt liabilities</i> ,	1,247,164 15
19. (Amount actually received from the same,)	1,247,164 15
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	765,519 55
21. Proportion of same per mile of road,	16,754 64
22. Contingent liabilities as guarantor of bonds or debts of other corporations [Nashua & Rochester R. R. bonds, secured by a first mortgage on the road],	625,500 00
Cost of Road, Equipment, and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	\$745,495 98
2. Bridging,	25,260 41
3. Superstructure, including rails,	709,672 71
4. Land, land damages and fences,	250,769 81
5. Pass., fr't and water stations, and wood-sheds,	95,006 76
6. Engine-houses, car-sheds and turn-tables,	37,785 57
7. Machine shops,	16,000 21
8. Interest paid during construction, discount, &c.,	113,574 73

* If \$85.20 was the average price per share at which the stock was sold, then the amount actually realized was \$1,524,909.60 instead of \$1,789,800.00 as stated.—[COM.]

9. Engineering, agencies, salaries and other expenses during construction,	\$73,487 96	
10. Total expended for construction,		\$2,067,054 13
11. Av. cost of const'n per mile of road built by Co.,	45,240 84	
12. Same per mile of single track built by company, not including sidings,	33,062 28	
13. Proportion of cost of const'n for Mass.,	1,795,963 07	
EQUIPMENT.		
14. Locomotives (number, 21),	143,664 82	
15. Snow-plows on wheels (number, 3),	1,200 00	
16. Passenger, mail and baggage cars (number, 29),	98,999 90	
17. Freight and other cars (number, 438),	146,221 31	
18. Machinery and tools,	15,000 00	
19. Total for equipment,		405,086 03
20. Average cost of equipment per mile of road operated by company,	8,865 96	
21. Proportion for Massachusetts,	346,304 72	
PROPERTY PURCHASED AND ON HAND, NOT INCLUDED IN THE FOREGOING ACCOUNTS.		
23. Stock of Nashua & Rochester R. R., 2,125 shares, purchased for	212,525 00	
Paid on account of viaduct in Worcester,	77,820 19	
30. Total,		290,345 19
31. Property in Massachusetts (including proportion of equipment),	636,649 91	
32. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,762,485 35
33. Proportion for Massachusetts,	2,361,625 41	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		3,317,177 91

Expenditures Charged to Property Account during the Year.		
4. Land,	\$1,737 55	
6. Pass. and fr't stations, wood-sheds and water-stations,	410 23	
9. New passenger cars,	15,952 74	
14. Subscriptions or loans to other roads [Nashua & Rochester Railroad stock],	12,525 00	
15. Other expenditures charged to property account,—		
Engineering,	75 77	
Viaduct in Worcester,	49,406 27	
Extra cost of 586½ tons steel rails over iron,	14,667 50	
16. TOTAL,	94,775 08	
18. Net addition to property account for the year,	94,775 06	
Revenue for the Year.		
1. Receipts from local passengers on roads operated by this company,	\$90,183 67	
2. Receipts from passengers from and to other roads over roads operated by this company,	85,781 92	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	3,375 00	
4. Receipts for express,	9,800 00	
5. Receipts for mails,	4,950 76	
6. Total receipts from passenger department,	194,091 35	
7. Receipts from local freight on roads operated by this Co.,	53,657 21	
8. Receipts from freight from and to other roads over roads operated by this company,	201,555 15	
9. Receipts from freight over other roads as tolls, or for use of cars of this company,	12,065 70	
10. Total receipts from freight department,	267,278 06	
12. TOTAL EARNINGS,	461,369 41	

13. Earnings per mile of road operated,	\$10,097 82	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	7,379 55	
15. Per train mile,	1.479	
16. Proportion for Massachusetts,	394,420 84	
17. Income from other roads,		\$13,330 00
18. Income from rent of property other than road and equip- ment [land, tracks and buildings],		5,067 12
19. Income from all other sources,— Premium on bonds,		20,000 00
For use of engines, cars, etc., in construction of the Nashua & Rochester Railroad,		14,643 00
20. TOTAL INCOME,		514,409 53
21. Percentage to capital stock and debt,	20.132	
22. Percentage to means applied to constr'n, equipm't, &c., 18.62		

Expenses of Operating the Road for the Year.

CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).

1. Repairs of road, exclusive of bridges and new rails,		\$25,021 18
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 57 lbs.),		530 84
3. Steel rails, deducting old rails sold (number of miles, 6½; weight per yard, 57 lbs.),		29,463 71
4. Repairs of bridges,		3,466 00
5. Repairs of buildings and fixtures (stations),		7,895 00
6. Repairs of and additions to machine-shops and machinery,		1,125 00
7. Repairs of fences, road crossings, and signs,		1,726 52
8. TOTAL,		69,278 34
9. Proportion of same to passenger department,*	\$29,144 39	
10. Proportion of same to freight department,*	40,133 95	

CLASS 2.—General Traffic Expenses.

1. Taxes, state and local,		31,320 19
2. General salaries, office expenses and miscellaneous, not em- braced in Classes 3 and 4,		20,367 73
3. Insurance premiums and losses by fire and damages for fires set by engines,		17,481 63
4. Repairs of locomotives,		27,499 76
8. Removing ice and snow,		2,935 12
9. Fuel for locomotives and cars, 582 cords of wood, cost \$2,729.49; 5,593 tons of coal, cost \$36,501.61,		39,231 10
10. Water,		773 35
11. Fuel for stations and shops,		2,000 00
12. Oil and waste,		4,190 87
13. Switchmen, watchmen, flag and signal men,		3,103 13
14. Telegraph expenses,		167 83
15. TOTAL,		149,570 71
16. Proportion belonging to passenger department,	\$62,922 21	
17. Proportion belonging to freight department,	86,648 50	

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,		10,491 86
3. Damages and gratuities [accident at street crossing],		3,295 00
4. Salaries, wages and incidentals of passenger department,		34,185 00
6. TOTAL,		47,971 86

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,		16,736 59
4. Salaries, wages and incidentals of freight department,		52,521 71
6. TOTAL,		69,258 30
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		336,079 21

* Computed on gross receipts from passenger and freight departments.

8. Per mile of the road operated,	\$7,355 64
9. Per mile of single track operated, not includ- ing sidings,	5,375 55
10. Per train mile,	1.077
11. Proportion for Massachusetts,	287,311 30
12. Percentage of expenses to income,	65.3

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$178,330 32
3. <i>Net income above operat'g expenses, and am't p'd for rent of road,</i>	178,330 32
4. Percentage of same to capital stock and debt,	6.978
5. Percentage to total means applied to construction, equipment, &c.,	6.455
6. Paid for interest,	31,438 87
7. Dividends declared, 8½ per cent. for the year, amount,	152,133 00
8. Date of last dividend declared,	July 1, 1875.
9. Balance for the year, or deficit,	5,241 55
10. Surplus at commencement of the year,	285,455 31
11. TOTAL SURPLUS,	280,213 76

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Rev- enue for the Year," No. 6,	\$194,091 35
2. (Total receipts per train mile, \$1.553.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 9,	29,144 39
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	62,922 21
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	47,971 86
6. TOTAL EXPENSES,	140,038 46
7. (Total expenses per train mile, \$1.121.)	
8. NET EARNINGS,	54,052 89
9. (Net earnings per train mile, \$0.432.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$267,278 06
2. (Total receipts per train mile, \$1.457.)	
3. Expenses, proportion of " <i>Maintenance of Way and Buildings</i> ," as per Class 1, No. 10,	40,133 95
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 17,	86,648 50
5. Expenses, proportion of " <i>Freight-Train Expenses</i> ," as per Class 4, No. 6,	69,258 30
6. TOTAL EXPENSES,	196,040 75
7. (Total expenses per train mile, \$1.069.)	
8. NET EARNINGS,	71,237 31
9. (Net earnings per train mile, \$0.389.)	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.

Cost of road and equipment,	\$2,472,140 16
Viaduct in Worcester,	77,820 19
Materials,	73,047 96
Nashua & Rochester Railroad stock,	212,525 00
Cash, bills receivable, and accounts,	481,644 60
	<hr/>
	\$3,317,177 91

	CR.	
Capital stock,		\$1,789,800 00
Bonds payable,		1,000,000 00
Notes payable,		217,331 95
Sundry accounts and unpaid dividends,		29,832 20
Reserved income (profit and loss),		280,213 76
		<hr/> \$3,317,177 91

Description of Road.		
1. Date when opened for public use,—		
From Worcester to Groton Junction,	July, 1848.	
From Worcester to Nashua, N. H.,	December 18, 1848.	
2. Length of main line of road, from Worcester to Nashua, N. H.,	45.69 miles.	
Length of main line of road in Massachusetts,	39.06 miles.	
Length of main line of road in New Hampshire,	6.63 miles.	
4. Length of double track on main line,	16.83 miles.	
10. Total length of road belonging to this company,		45.69 miles.
11. Aggregate length of sidings and other tracks not above enumerated,	16 miles.	
12. Same in Massachusetts,	11.75 miles.	
13. Aggregate length of tracks belonging to this company, computed as single track,		78.52 miles.
14. Same in Massachusetts,	67.14 miles.	
15. Total length of steel rails in tracks belonging to this company,	7.667 miles.	
(Weights per yard, 57 lbs.)		
17. No. of spans of bridges of 25 feet and upwards,	5	
19. No. of wooden bridges (ag. length, 449 ft.),	10	
21. No. of crossings of highways at grade,	55	
22. No. of crossings of highways over railroad,	6	
23. No. of crossings of highways under railroad,	8	
24. No. of highway bridges 18 feet above track,	4	
25. Number of highway bridges less than 18 feet above track,	4	
26. No. of crossings with gates or flagmen,	15	
27. No. of crossings without gates or flagmen,	40	
28. Number of railroad crossings at grade,	5	
[Boston & Albany and Boston, Barre & Gardner in Worcester; Fitchburg, and Peterborough & Shirley at Ayer; and the Nashua & Lowell in Nashua.]		
35. Total miles of road operated by this company,		45.69
36. Total miles of road oper'd by this Co. in Mass.,	39.06	
37. No. of stat'us on all roads operated by this Co.,	14	
38. Same in Massachusetts,	12	
39. Miles of telegraph on line of road op'd by Co., [in part],	45.69	
41. No. of telegraph offices in company's stations,	10	
42. No. of telegraph stations operated by this Co.,	4	
43. Number of telegraph stations operated jointly by railroad and telegraph company,	6	

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 27½ tons), Locomotives (maximum weight of engines in working order, 34 tons),	21	\$133,038 00	153
2. Tenders (average weight of tenders full of fuel and water, 16½ tons), Tenders (maximum weight of tenders full of fuel and water, 19 tons), (Average joint weight of engines and tenders, 44 tons),	22	30,462 00	131
3. Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear-wheel of tender, 42 feet.			
4. Total length of heaviest engine and tender over all, 52 feet.			
5. Snow-plows (average weight, 7,000 lbs.),	3	1,200 00	.066
6. Passenger cars (average weight, 34,000 lbs.), Passenger cars (maximum weight, 36,570 lbs.)	22	98,999 90	.481
7. Mail and baggage cars (av. weight, 30,000 lbs.),	7	17,500 00	.153
8. 8-wheel box freight cars (av. weight, 16,400 lbs.),	117	117,600 00	4.314
9. 4-wheel box freight cars (av. weight, 8,200 lbs.),	41	14,300 00	.897
10. 8-wheel platform cars (av. weight, 15,500 lbs.),	100	50,000 00	2.122
12. Other cars (coal, gravel, &c.),	100	25,000 00	2.122
13. Total value,		\$488,149 90	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	367½	-	8.043
15. No. of locomotives equip'd with train brakes, (Kind of brake, Empire Vacuum.)	3	-	-
16. No. of cars equip'd with train brakes, (Kind of brake, Empire Vacuum.)	7	-	-
17. No. of passenger cars with Miller platform and buffer,	20	-	-

Mileage, Traffic, &c.

1. Miles run by passenger trains,	124,967	
2. Speed of express pass. trains, including stops,	30 miles per hour.	
3. Speed of accommodation trains, including stops,	23 miles per hour.	
4. Miles run by freight trains,	183,433	
5. Speed of express freight trains, includ'g stops,	15 miles per hour.	
6. Speed of accommod'n freight trains, inc'd'g stops,	10 miles per hour.	
7. Miles run by other trains [repairs of road, &c.,]	3,553	
8. Total train miles run,		311,953
9. Number of through pass. (whole length of road),	38,980	
10. Number of local passengers (over part of road),	303,150	
11. Total number of passengers carried,		342,130
12. Total passenger mileage, or passengers carried one mile,		5,245,921
13. Passenger mileage to and from other roads,	2,574,039	
14. Number of tons carried,		312,003
15. Total freight mileage, or tons carried one mile,		9,063,218
16. Freight mileage to and from other roads,	7,422,458	
17. Highest rate of fare per mile, for any distance,	7.5 cents.	

18. Lowest rate of fare per mile, for any distance (single fare),	1.35 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.299 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	3.332 cents.
21. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket . . . . .	.891 cent.
22. Average rate of fare per mile for <i>all</i> passengers,	3.354 cents.
23. Highest rate of freight per ton per mile, for any distance,	93 cents.
24. Lowest rate of freight per ton per mile, for any distance,	1.174 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	2.809 cents.
26. Average rate of freight per ton per mile to and from other roads,	2.715 cents.
27. Average number of cars in passenger trains, including baggage cars,	6
28. Av'ge No. of cars in fr't tr'ns (basis of 8 wheels),	20
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	139 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	217 tons.
31. Number of persons regularly employed by company, including officials,	About 255.

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	40,106
2. Passengers going to other States,	35,741
3. Passengers travelling only within this State,	266,283
4. Total season-ticket passengers (round trip),	41,102

List of Accidents in Massachusetts.						
	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	2	1	2	1
Others,	—	—	1	1	1	1

Statement of each Accident.

October 16, 1874.—Anthony McMurray, flagman, was fatally injured at Worcester by being run over on Garden Street crossing.

January 21, 1875.—David Briggs, citizen of Worcester, while walking on track was struck by engine of first inward passenger train, knocked down and shoulder broken, between Central and Exchange streets.

May 13.—Alfred D. Wright, a passenger conductor, while crossing over top of tender going from the engine to baggage-car, lost his balance and fell to the ground; was badly bruised; no bones broken. Happened one mile north of Ayer.

June 21.—A man named Lanway, while walking on the track half a mile north of Lancaster station, was struck by outward express train and instantly killed.

September 22.—James W. Kimball, foreman of shifting in yard in Worcester, was run over by freight cars, cutting off both legs. He lived two hours after the accident.

F. H. KINNICUTT,
ISAAC DAVIS,
JACOB FISHER,
C. B. HILL,
THOS. CHASE,
ALEX. H. BULLOCK,
J. EDWIN SMITH,

Directors of the Worcester & Nashua Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 9, 1875. Then personally appeared F. H. Kinnicutt, Isaac Davis, Jacob Fisher, C. B. Hill, Thomas Chase, Alex. H. Bullock, and J. Edwin Smith, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

T. W. HAMMOND, *Justice of the Peace.*

Name and Residence of Officers.

F. H. Kinnicutt, *President*; T. W. Hammond, *Treasurer and Clerk*; Benj. T. Hammond, *Assistant Treasurer*; C. S. Turner, *Superintendent*; J. M. Williams, *General Freight Agent*; C. A. Waite, *General Ticket Agent*,—all of Worcester. *Directors.*—Stephen Salisbury, Isaac Davis, Alex. H. Bullock, Francis H. Dewey, J. Edwin Smith,—of Worcester; Jacob Fisher, Lancaster; Thomas Chase, Calvin B. Hill,—of Nashua, N. H.

Proper Address for the Company.

THE WORCESTER & NASHUA RAILROAD COMPANY,
WORCESTER, MASS.

WORCESTER, November 9, 1875.—The undersigned, Commissioner of the Worcester & Nashua Railroad Company for Massachusetts, having examined this Report, believes it to be correct, and hereby approves the same.

JOHN D. WASHBURN.

The undersigned determines the proportion of receipts and expenditures of the Worcester & Nashua Railroad Company, pertaining to the States of Massachusetts and New Hampshire respectively, as follows:—

The cost of the road and equipment, as by this report appears, is \$2,472,140 16

Of which is apportioned to New Hampshire, . . . \$329,872 37

Of which is apportioned to Massachusetts, . . . 2,142,267 79

The total earnings for the year ending September 30, 1875, were . \$514,409 53

And the total expenses, 336,079 21

Leaving net earnings, after deducting expenses, \$178,330 32

Of which I apportion to New Hampshire, . . . \$25,876 89

And to Massachusetts, 152,453 43

JOHN D. WASHBURN, *Commissioner.*

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[A narrow-gauge road.]

Capital Stock, Debts, &c.		
CAPITAL STOCK.		
1. Capital stock authorized by charter,	\$35,000 00	
2. Capital stock authorized by votes of company,	40,000 00	
3. Cap. st'k issued (No. of sh's, 362), am't p'd in,	36,200 00	
4. Cap. st'k p'd in on sh's not iss'd (No. of sh's, 5,)	125 00	
5. Cap. st'k, total am't p'd in as per books of the Co.,		\$36,325 00
6. Cap. stock, total amount actually realized,	36,325 00	
7. Cap. st'k p'd in per mile of road owned by Co.,	13,453 70	
9. Par value of shares, \$100 (the average price at which shares were sold, \$100.)		
10. Number of stockholders,	54	
11. Amount of stock held in Massachusetts,	35,200 00	
12. Number of stockholders in Massachusetts,	53	
DEBT.		
15. Unfunded debt incurred for construction, equipment or purchase of property,	10,200 00	
17. Other debts—current credit balances, &c.,	107 08	
18. Total debt liabilities,		10,307 08
19. (Amount actually received from the same),	10,307 08	
20. Amount of debt liabilities after deducting cash, sinking funds in hands of trustees, and such securities and debt balances as do not represent permanent investments,	10,174 50	
21. Proportion of same per mile of road,	3,768 33	
Cost of Road, Equipment, and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,	Amount paid contractors; no addition,	\$25,853 85
2. Bridging,		
3. Superstructure, including rails,		
4. Land land damages and fences,	Amount expended by company,	1,331 33
5. Pass., fr'ght and water stations and wood-sheds,		
6. Engine-houses, car-sheds and turn-tables,		
9. Engineering, agencies, salaries and other expenses during construction,	1,900 00	
10. Total expended for construction,		\$32,518 18
11. Av. cost of constr'n per mile of road to Co.,	12,043 74	
12. Same per mile of single track to company, not including sidings,	12,043 74	
13. Proportion of cost of constr'n for Mass.,	32,518 18	
EQUIPMENT.		
14. Locomotives (number, 3),	10,666 17	
15. Snow-plows on wheels (number, 1),	160 00	
16. Passenger, mail and baggage cars (number, 4),	3,605 00	

340 WORCESTER & SHREWSBURY RAILROAD. [Jan.

17. Freight and other cars (number, 4),	\$400 00	
18. Machinery and tools,	350 00	
19. Total for equipment,		\$15,181 17
20. Av. cost of equip't per mile of road operated,	5,622 65	
21. Proportion for Massachusetts,	15,181 17	
32. WHOLE AM'T OF PERMANENT INVESTMENTS,		47,699 35
33. Proportion for Massachusetts,	47,699 35	
34. TOTAL PROPERTY AND ASSETS OF THE CO.,		47,831 93

Expenditures Charged to Property Account during the Year.		
1. Main line, extension or alteration of road,		\$682 78
4. Land,		333 00
7. New locomotives,		5,233 55
9. New passenger cars,		1,875 00
15. Other expenditures charged to property account [engi- neering],		1,300 00
16. TOTAL,		9,424 33
18. Net addition to property account for the year,		9,424 33

Revenue for the Year.		
1. Receipts from local passengers on roads operated by Co.,		\$9,679 65
6. Total receipts from passenger department,		9,679 65
12. TOTAL EARNINGS,		9,679 65
13. Earnings per mile of road operated,	\$3,585 04	
14. Earnings per mile of road operated,—computed as single track, not including sidings,	3,585 04	
15. Per train mile, . . . . .	.322	
16. Proportion for Massachusetts,	9,679 65	
20. TOTAL INCOME,		9,679 65
21. Percentage of same to capital stock and debt,	20.82	
22. Percentage to means applied to constr'n, equipm't, &c.,	20.29	

Expenses of Operating the Road for the Year.
CLASS 1.—*Maintenance of Way and Buildings (charged to operating expenses).*
[Carried to construction account, being new road.]

CLASS 2.—General Traffic Expenses.		
1. Taxes, state and local,		\$160 06
2. General salaries, office expenses and miscellaneous, not em- braced in Classes 3 and 4 [supt. and treas.],		1,575 00
3. Insurance premiums and losses by fire and damages for fires set by engines,		109 50
4. Repairs of locomotives,		1,352 98
8. Removing ice and snow,		25 00
9. Fuel for locomotives and cars—13 cords of wood, cost \$55.70 ; 223 tons coal, cost \$2,007.02,		2,062 72
10. Water,		27 52
12. Oil and waste,		255 76
15. TOTAL,		5,568 54
16. Proportion belonging to passenger department,	\$5,568 54	

CLASS 3.—Passenger-Train Expenses.		
4. Salaries, wages and incidentals of passenger department,		4,066 80
6. TOTAL,		4,066 80

CLASS 4.—Freight-Train Expenses. [No freight.]		
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,		9,635 34
8. Per mile of the road operated,	\$3,568 63	
9. Per mile of single track operated, not includ- ing sidings,	3,568 63	

10. Per train mile, . . . . .	.321
11. Proportion for Massachusetts,	\$9,635 34
12. Percentage of expenses to income,	99.54

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	
3. <i>Net income above operat'g expenses and am't p'd for rent of road,</i>	
4. Percentage of same to capital stock and debt, . . . . .	.09
5. Percentage to total means applied to construction, equipment, &c., . . . . .	.09
6. Paid for interest,	
9. Balance for the year, or deficit,	
10. Surplus at commencement of the year,	
11. TOTAL SURPLUS,	

Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from Passenger Department, as per "Revenue for the Year," No. 6,	
2. (Total receipts per train mile, \$0.322.)	
4. Expenses, proportion of " <i>General Traffic Expenses</i> ," as per Class 2, No. 16,	
5. Expenses, proportion of " <i>Passenger-Train Expenses</i> ," as per Class 3, No. 6,	
6. TOTAL EXPENSES,	
7. (Total expenses per train mile, \$0.321.)	
8. NET EARNINGS,	
9. (Net earnings per train mile, \$.0015.)	

General Balance Sheet at Closing of Accounts, September 30, 187**DR.**

Construction account,	\$
Equipment account,	
Cash account,	
Bills due,	

CR.

Capital stock,	\$36,325 00
Bills payable,	10,200 00
Due individuals,	107 08
Reserved income,	1,199 85

Description of Road.

1. Date when opened for public use,	July 31, 1873.
2. Length of main line of road from city of Worcester to Lake Quinsigamond,	2.7 miles.
Length of main line of road in Massachusetts,	2.7 miles.
10. Total length of road belonging to this company,	
13. Aggregate length of tracks belonging to this company computed as single track,	2.7 miles.
14. Same in Massachusetts,	2.7 miles.
21. No. of crossings of highways at grade [public 2, private 3],	5
27. No. of crossings without gates or flagmen,	5
35. Total miles of road operated by this company,	
36. Total miles of road oper'd by this Co. in Mass.,	2.7 miles.
37. No. of stat'ns on all roads operated by this Co.,	1
38. Same in Massachusetts,	1

Rolling Stock.

	Total number.	Value.	No. per mile road operated.
1. Locomotives (average weight of engines in working order, 1, 10 tons),	3	\$10,666 17	1.111
Locomotives (maximum weight of engines in working order, 2, each 2 tons),			
5. Snow-plows (average weight, 1 ton),	1	160 00	.370
6. Passenger cars (average weight, 1, 1,200 lbs.),	4	575 00	1.481
“ “ 2, 1,600 lbs.),		1,230 00	
“ “ 1, 6 tons),		1,800 00	
12. Other cars (coal, gravel, &c.),	4	400 00	1.481
13. Total value, . . . . .	.	\$14,831 17	
14. Total freight cars, including coal, &c., on a basis of 8 wheels,	2	-	.740

Mileage, Traffic, &c. [Estimated.]	
1. Miles run by passenger trains,	30,000
2. Speed of passenger trains, including stops, .	About 10 miles per hour.
8. Total train miles run,	30,000
11. Total number of passengers carried,	136,841
12. Total pass'r mileage, or pass'rs carried one mile,	369,470
17. Highest rate of fare per mile, for any distance,	4 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	1.75 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3.5 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	3.5 cents.
27. Average number of cars in passenger trains, including baggage cars,	3
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	2 tons.
31. Number of persons regularly employed by company, including officials,	6

Classification of Business.	
PASSENGERS.	
3. Passengers travelling only within this State,	136,841

E. B. STODDARD,
JAMES J. RUSS,
RICHARD BARKER,
JAMES DRAPER,
WARREN McFARLAND,
Directors of the Worcester & Shrewsbury Railroad Company.

1876.]

PUR

Co

WORCESTER, ss. Oc
dard, James J. Russ, B
severally made oath to
scribed.

E. B. Stoddard, *Presi*
ker, Superintendent,—all
Warren McFarland, B
Henry, James Draper, B

WORCESTER

REPORT
OF THE
HOUSATONIC RAILROAD CO., OF CONNECTICUT,
SHOWING REVENUE, EXPENSES OF OPERATING, MILEAGE, TRAF-
FIC, &c., ON ROADS LEASED AND OPERATED BY
COMPANY IN MASSACHUSETTS,*

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Revenue for the Year.	
[For railroads in Massachusetts operated by Housatonic R. R. Co.]	
1. Receipts from local passengers on roads operated by this Co.,	\$72,570 24
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts for express,	5,595 24
5. Receipts for mails,	4,313 19
6. Total receipts from passenger department,	82,478 67
7. Receipts from local freight on roads operated by this Co.,	171,921 30
8. Receipts from freight from and to other roads over roads operated by this company,	
9. Receipts from freight over other roads as tolls, or for use of cars of this company,	
10. Total receipts from freight department,	171,921 30
12. TOTAL EARNINGS,	254,399 97
13. Earnings per mile of road operated,	\$5,412 77
14. Earnings per mile of road operated,—computed as single track, not including sidings,	5,412 77
15. Per train mile,	1.592
16. Proportion for Massachusetts,	\$254,399 97
Expenses of Operating for the Year.	
CLASS 1.—Maintenance of Way and Buildings (charged to operating expenses).	
1. Repairs of road, exclusive of bridges and new rails,	\$60,450 00
2. New iron rails, deducting old rails sold (number of miles, ; weight per yard,	
3. Steel rails, deducting old rails sold (number of miles, weight per yard,	
4. Repairs of bridges,	4,395 55
5. Repairs of buildings and fixtures (stations),	
6. Repairs of, and additions to, machine-shops and machinery,	
8. TOTAL,	66,377 75
9. Proportion of same to passenger department,†	\$21,520 25
10. Proportion of same to freight department,†	44,857 50
CLASS 2.—General Traffic Expenses.	
2. General salaries, office expenses and miscellaneous, not embraced in Classes 3 and 4,	15,487 44

* The Berkshire, Stockbridge & Pittsfield, and West Stockbridge Railroads.
† Computed on gross receipts from passenger and freight departments.

3. Insurance premiums and losses by fire and damages for fires set by engines,	\$1,546 30
4. Repairs of locomotives,	3,890 66
9. Fuel for locomotives and cars,	18,804 23
12. Oil and waste,	4,083 83
15. TOTAL,	43,812 46
16. Proportion belonging to passenger department,	\$14,165 22
17. Proportion belonging to freight department,	29,647 24

CLASS 3.—Passenger-Train Expenses.

1. Repairs of passenger, mail and baggage cars,	3,300 34
4. Salaries, wages and incidentals of passenger department,	16,976 40
6. TOTAL,	20,276 74

CLASS 4.—Freight-Train Expenses.

1. Repairs of freight cars,	8,090 11
3. Damages and gratuities, freight,	219 02
4. Salaries, wages and incidentals of freight department,	31,171 81
5. Paid corporations or individuals not operating roads for use of freight cars,	1,591 89
6. TOTAL,	41,072 83
7. TOTAL EXPENSES OF OPERATING THE ROAD, EMBRACED IN CLASSES 1, 2, 3, 4,	171,539 78
8. Per mile of the road operated,	\$3,671 06
9. Per mile of single track operated, not including sidings,	3,671 06
10. Per train mile,	1.096
11. Proportion for Massachusetts,	171,539 78
12. Percentage of expenses to income,	67.42

Net Income, Dividends, &c.

1. TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$82,860 19
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Receipts, Expenses, Net Earnings, &c., of Passenger Department.

1. TOTAL RECEIPTS from passenger department, as per "Revenue for the Year," No. 6,	\$82,478 67
2. (Total receipts per train mile, \$1.025.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 9,	21,520 25
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 16,	14,165 23
5. Expenses, proportion of "Passenger-Train Expenses," as per Class 3, No. 6,	20,276 74
6. TOTAL EXPENSES,	55,962 21
7. (Total expenses per train mile, \$0.687.)	
8. NET EARNINGS,	26,516 46
9. (Net earnings per train mile, \$0.337.)	

Receipts, Expenses, Net Earnings, &c., of Freight Department.

1. TOTAL RECEIPTS from Freight Department, as per "Revenue for the Year," No. 10,	\$171,921 30
2. (Total receipts per train mile, \$2.358.)	
3. Expenses, proportion of "Maintenance of Way and Buildings," as per Class 1, No. 10,	44,857 50
4. Expenses, proportion of "General Traffic Expenses," as per Class 2, No. 17,	29,647 24
5. Expenses, proportion of "Freight-Train Expenses," as per Class 4, No. 6,	41,072 83
6. TOTAL EXPENSES,	115,577 57
7. (Total expenses per train mile, \$1.642)	
8. NET EARNINGS,	56,343 73
9. (Net earnings per train mile, \$0.716.)	

Mileage, Traffic, &c.	
1. Miles run by passenger trains,	80,473
3. Speed of accommod'n trains, including stops,	25 miles per hour.
4. Miles run by freight trains,	72,915
5. Speed of express freight trains, including stops,	12 miles per hour.
6. Speed of accommod'n fr'ght trains, includ'g stops,	7 miles per hour.
7. Miles run by other trains [road repairs],	6,272
8. Total train miles run,	159,660
9. Number of through passengers (whole length of road),	25,956
10. Number of local passengers (over part of road),	77,869
11. Total number of passengers carried,	103,825
12. Total passenger mileage, or passengers carried one mile,	2,394,530
13. Passenger mileage to and from other roads,	1,907,624
14. Number of tons carried,	144,500
15. Total freight mileage, or tons carried one mile,	5,359,880
16. Freight mileage to and from other roads,	4,562,320
17. Highest rate of fare per mile, for any distance,	5 cents.
18. Lowest rate of fare per mile, for any distance (single fare),	2.75 cents.
19. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3 cents.
20. Average rate of fare per mile received from passengers to and from other roads,	2.62 cents.
22. Average rate of fare per mile for all passengers,	3 cents.
23. Highest rate of freight per ton per mile, for any distance [1 mile],	\$1.60
24. Lowest rate of freight per ton per mile, for any distance,	1.1 cents.
25. Average rate of freight per ton per mile on roads operated by this company,	2.9 cents.
26. Average rate of freight per ton per mile to and from other roads,	1.4 cents.
27. Average number of cars in passenger trains, including baggage cars,	4
28. Av'ge No. of cars in fr't tr'ns, (basis of 8 wheels),	20
29. Average weight of passenger trains, including locomotive and tender, in working order, exclusive of passengers,	112 tons.
30. Average weight of freight trains, including locomotive and tender, in working order, exclusive of freight,	206 tons.
31. Number of persons regularly employed by company, including officials,	450

Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,	12,187
2. Passengers going to other States,	12,646
3. Passengers travelling only within this State,	92,088

STREET]

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REPORT

OF THE

ALBANY STREET FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Used for freight only.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$75,000 00	
2. Capital stock authorized by votes of company,	75,000 00	
3. Capital stock paid in as per books,		\$75,000 00
4. Capital stock paid in, amount actually realized,	75,000 00	
5. Cap. at'k p'd in per mile of railway owned by Co.,	80,906 15	
6. Capital stock issued (par value of shares \$100),	75,000 00	
15. Number of stockholders,	7	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction,	\$49,066 29	
6. Average per mile of single track built by company, not including sidings, &c.,	56,426 23	
9. TOTAL COST to this company of all railways built and purchased,		\$49,066 29
(Estimated cash cost,)		
10. Average cost per mile of single track, not including sidings,	56,426 23	
Cost of Equipment.		
4. Articles of equipm't [other than horses and cars],	\$221 41	
7. Total cost of equipment,		\$221 41
8. Average per mile of single track operated, not including sidings, &c.,	254 62	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		49,287 70
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		49,287 70
Expenditures Charged to Property Account for the Year.		
[Nothing.]		
Revenue for the Year.		
1. Received from freight on railways oper'd by Co.,	\$1,974 00	
2. Received from other railways, as tolls or rent [Metropolitan R. R.],	33 02	
5. Total earnings,		\$2,007 02
6. Income from other sources,	149 78	
8. TOTAL INCOME to company,		2,156 80
9. Percentage of income to capital stock and debt,	2.8	
10. Percentage of income to total means expended in construction, equipment and purchase,	4.3	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$20 12	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	141 75	

7. State taxes,	\$799 81	
14. General salaries and office expenses and all other expenses except interest not included above,	1,036 93	
15. TOTAL EXPENSES OF OPERATING,		\$1,998 61
16. Per mile of single track operated, not including sidings, &c.,	2,158 33	
17. Percentage of expenses to income,	92.66	
Net Income, Dividends, &c.		
2. Total net income above operating expenses per company's account,	\$158 19	
3. Percentage of net income to cap. st'k and debt, . . . . .	.2	
4. Percent. of net income to total means expended in construction, equipment and purchase, . . . . .	.3	
7. Balance for the year, or surplus,	158 19	
8. Surplus at commencement of year,	4,180 16	
9. Total surplus,		\$4,338 35

General Balance Sheet at Closing of Accounts, September 30, 1875.		
DR.		
Cost of road,		\$49,066 29
“ of equipment,		221 41
Cash and loans,		30,050 65
		\$79,338 35
CR.		
Capital stock,	\$75,000 00	
Surplus,	4,338 35	
		\$79,338 35

Description of Road.	
2. Length of railway owned by Co., exclusive of sidings, . . . . .	.856 mile.
3. Length of railway laid with double track, . . . . .	.07 mile.
4. Aggregate length of switches, sidings, &c., . . . . .	.076 mile.
5. Total length of track, measured as single track,	1.002 miles.
6. Total length of track paved, . . . . .	.856 mile.
7. Weight of rail per yard, and description of rail,	{ 90-lb. wrought, except 280 ft. flat and grooved on curves.
9. Total length of single track, not including sidings, &c., operated by this company, . . . . .	.926 mile.

GEO. F. CHILD,
H. L. LEACH,
F. L. BULLARD,
F. D. CHILD,

Directors of the Albany Street Freight Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 2, 1875. Then personally appeared Geo. F. Child, F. L. Bullard, and F. D. Child, and severally made oath to the truth of the foregoing statement by them subscribed.

H. L. LEACH, Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 2, 1875. Then personally appeared H. L. Leach, and made oath to the truth of the foregoing statement by him subscribed.

GEO. F. CHILD, *Justice of the Peace.*

Proper Address for the Company.

**ALBANY STREET FREIGHT RAILWAY,
439 ALBANY STREET, BOSTON.**

Name and Residence of Officers.

H. L. Leach, *President*; George F. Child, *Treasurer*,—all of Boston. *Directors*.—Adams Ayer, F. L. Bullard, F. D. Child,—all of Boston.

REPORT

OF THE

ARLINGTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Operated by Union Railway Company.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$50,000 00	
2. Capital stock authorized by votes of company,	15,000 00	
3. Capital stock paid in, as per books,		\$13,600 00
4. Capital stock paid in amount actually realized,	13,600 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	8,629 44	
6. Capital stock issued (par value of shares \$50),	13,600 00	
15. Number of stockholders,	23	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction [the books of the company do not show the details],		\$13,600 00
6. Average per mile of single track, built by company, not including sidings, &c.,	\$8,629 44	
9. TOTAL COST to this company of all railways built and purchased,		13,600 00
<i>(Estimated cash cost,)</i>		
10. Average cost per mile of single track, not including sidings,	8,629 44	
Cost of Equipment.		
[No equipment.]		
9. TOTAL COST OF RAILWAY,		\$13,600 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		13,600 00
Expenditures Charged to Property Account for the Year.		
[Nothing.]		
Revenue for the Year.		
2. Received from other railways as tolls or rent:		
From Union Railway Co.,	\$816 00	
5. Total earnings,		816 00
8. TOTAL INCOME to company,		816 00
9. Percentage of income to capital stock and debt,	6.1	
10. Percentage of income to total means expended in construction, equipment and purchase,	6.1	
Expenses of Operating the Railway for the Year.		
[Included in report of Union Railway Co.]		
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,		\$816 00

3. Percentage of net income
4. Percentage of net income expended in construction
6. Paid in dividends, 6 per cent.

General Balance Sheet

Construction, . . .

Capital stock, . . .

Description of

2. Length of railway owned and sidings,
5. Total length of track, in

Miles Run

[Included in report of 1881]

COMMON STOCK

MIDDLESEX, ss. CAMBRIDGE.
 Benjamin Poland, S. G. Damon,
 Estes Howe, and severally
 by them subscribed.

PROPOSERS

ARLINGTON RAILROAD

MEMBERS

Benjamin Poland, President,
 Cambridge. *Directors.*—Benjamin
 G. Damon,—of Arlington;
 Cambridge.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Lynn & Boston Railroad Company.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$300,000 00	
2. Capital stock authorized by votes of company,	110,000 00	
3. Capital stock paid in, as per books,		\$110,000 00
4. Capital stock paid in, amount actually realized,	110,000 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	19,448 37	
6. Capital stock issued (par value of shares, \$50),	110,000 00	
12. Am't of debt per mile of railway owned by Co.,	None.	
15. Number of stockholders,	87	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction,		\$110,000 00
6. Average per mile of single track built by company, not including sidings, &c.,	\$19,448 37	
9. TOTAL COST to this company of all railways built and purchased,		110,000 00
(Estimated cash cost, \$110,000 00.)		
10. Average cost per mile of single track, not including sidings,	19,448 37	
9. TOTAL COST OF RAILWAY [no equipment],		110,000 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		110,000 00
Expenditures Charged to Property Account for the Year.		
[Nothing.]		
Revenue for the Year.		
2. Received from other railways, as tolls or rent,	\$8,800 00	
8. TOTAL INCOME to company,		\$8,800 00
9. Percentage of income to capital stock and debt,	8	
10. Percentage of income to total means expended in construction,	8	
Expenses for the Year.		
7. State taxes,	\$1,194 27	
14. General salaries and office expenses, and all other expenses, except interest, not included above,	506 00	
15. TOTAL EXPENSES,		\$1,700 27
16. Per mile of single track operated, not including sidings, &c.,	300 61	
17. Percentage of expenses to income,	19.3	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,		\$7,099 73
3. Percentage of net income to cap. st'k and debt,	6.45	

4. Percentage of net income to total means expended in construction,	6.45	
6. Paid in dividends, 6.20 per cent. for the year,	\$6,820 00	
7. Balance for the year, or surplus,	277 73	
8. Deficit at commencement of year,	132 55	
9. Total surplus,		\$147

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$110,000
Cash,	147
	<hr/>
	\$110,147
CR.	
Capital stock,	\$110,000 00
Surplus,	147 18
	<hr/>
	\$110,147

Description of Railway.	
1. Description of the several lines or routes operated by the company :— From near corner of Vine and Chelsea streets, Charlestown Dist., over Chelsea bridge and late Salem turnpike, to Lynn & Boston R. R.	
2. Length of railway owned by company, exclusive of sidings,	5.656 miles.
3. Length of railway laid with double track,	1.194 miles.
4. Aggregate length of switches, sidings, &c., . . . . .	.166 mile.
5. Total length of track, measured as single track,	5.822 mil
6. Total length of track paved, . . . . .	.550 mile.
7. Weight of rail per yard, and description of rail,	{ All, except bridge, 56-rolled iron.
9. Total length of single track, not including sidings, &c., owned by this company,	5.656 mil
Miles Run, &c.	
[Included in Report of the Lynn & Boston R. R. Co.]	

WM. W. WHEILDON,
ESTES HOWE,
R. E. DEMMON,
T. QUINCY BROWNE,
Directors of the Boston & Chelsea Street Railway Company

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 1, 1875. Then personally appeared W. Wheildon and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

ALFRED D. CHANDLER, *Justice of the Peace*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 1, 1875. Then personally appeared R. E. Demmon, and made oath to the truth of the foregoing statement by him subscribed.

S. F. WILKINS, *Justice of the Peace.*

SUFFOLK, ss. November 3, 1875. Personally appeared T. Quincy Browne, and made oath to the truth of the foregoing statement by him subscribed, to the best of his knowledge and belief.

FRANCIS BACON, *Justice of the Peace.*

Proper Address for the Company.

BOSTON & CHELSEA RAILROAD CO., 27 TREMONT ROW, BOSTON.

Name and Residence of Officers.

W. W. Wheildon, *President*, Concord; George W. Palmer, *Treasurer and Secretary*, Boston. *Directors.*—William W. Wheildon, Concord; Estes Howe, Cambridge; J. W. Emery, Portsmouth, N. H.; Reuben E. Demmon, T. Quincy Browne, Boston; Joseph H. Converse, Gardiner G. Hubbard, Cambridge.

REPORT

OF THE

BOSTON & WEST ROXBURY RAILROAD

FOR THE YEAR ENDING SEPTEMBER 30, 18

[Operated by the Metropolitan R. R. Co.]

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$1300
2. Capital stock authorized by votes of company,	41
3. Capital stock paid in, as per books,	
4. Capital stock paid in, amount actually realized,	41
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	32
6. Capital stock issued (par value of shares, \$100),	41
11. <i>Total amount of debt</i> ,	None
15. Number of stockholders,	8
Cost of Railway.	
<i>Railways and Branches built by Company.</i>	
5. Total cost of construction [no separate accounts kept of construction],	
6. Average per mile of single track built by company, not including sidings, &c.,*	\$1
9. TOTAL COST to this company of all railways built and purchased,	
(<i>Estimated cash cost</i> ,)	
10. Average cost per mile of single track, not including sidings,*	1
Cost of Equipment.	
[No equipment.]	
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,	
Revenue for the Year.	
[In November, 1874, the Metropolitan Railroad Co. paid this company \$5,000 for two years' rent, less \$4,464.73, the cost of repairs.]	
8. Total income to company,	
Expenses for the Year.	
7. State taxes,	
14. General salaries and office expenses, and all other expenses, except interest, not included above,	
15. TOTAL EXPENSES,	
Net Income, Dividends, &c.	
2. <i>Total net income above operating expenses</i> , per company's account,	
7. Balance for the year, or surplus,	
8. Surplus at the commencement of the year,	
9. <i>Total surplus</i> ,	

* Taking into account the two additional miles of track originally since taken up.

358 BOSTON & W. ROXBURY [ST.] RAILWAY. [Jan.

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$56,133 27
Cash on hand,	206 98
	<hr/>
	\$56,340 25
CR.	
Capital stock,	\$41,000 00
Profit and loss,	15,340 25
	<hr/>
	\$56,340 25

Description of Railway.	
1. Description of the several lines or routes owned by the company:—	
This corporation owns a single track about 1½ miles in length, extending from a point on Washington Street, in the city of Boston, near School Street (in that part of Boston formerly Roxbury), over said Washington Street to or near the Forest Hills Station on the Boston & Providence Railroad. The remaining portion of the original track, about two miles, has been taken up, and the only road or property now owned by this company is the track above described, 1½ miles in length, which is operated and used by the Metropolitan Railroad Company.	
2. Length of railway owned by company, exclusive of sidings,	1.25 miles.
4. Aggregate length of switches, sidings, &c.,	.057 mile.
5. Total length of track, measured as single track,	1.307 miles.
7. Weight of rail per yard, and description of rail,	{ 33 lbs. per yard. T rail wrought iron.
9. Total length of single track, not including sidings, &c., operated by this company,	
	1.25 miles.
Miles Run, &c.	
[Included in the report of the Metropolitan Railroad Company.]	

JOHN M. CLARK,
JAMES W. ROLLINS,
EDWARD O. SHEPARD,
Directors of the Boston & West Roxbury Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.
SUFFOLK, ss. November 20, 1875. Then personally appeared John M. Clark, James W. Rollins, and Edward O. Shepard, and severally made oath to the truth of the foregoing statement by them subscribed.
JONA. OLDHAM, *Justice of the Peace.*

REPORT

OF THE

CAMBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Union Railway Co.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$1,000,000 00	
2. Capital stock authorized by votes of company,	824,300 00	
3. Capital stock paid in, as per books,		\$824,300 00
4. Capital stock paid in, amount actually realized,	824,300 00	
5. Cap. st'k p'd in per mile of railw'y owned by Co.,	28,022 17	
6. Capital stock issued (par value of shares, \$100),	824,300 00	
7. FUNDED DEBT, due Jan., 1881, 6 per cent. int'st,	150,000 00*	
11. Total amount of debt,		150,000 00
12. Am't of debt per mile of railway owned by Co.,	5,099 26	
15. Number of stockholders,	551	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
[This road was built by contract, and the books of the company do not show the details.]		
5. Total cost of construction,		\$824,300 00
6. Average per mile of single track built by company, not including sidings, &c.,	\$28,022 17	
9. TOTAL COST to this company of all railways built and purchased,		824,300 00
(Estimated cash cost,)		
10. Average cost per mile of single track, not including sidings,	28,022 17	
Cost of Equipment.		
[No equipment.]		
9. TOTAL COST OF RAILWAY,		\$824,300 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		824,300 00
13. Amount of sinking funds in hands of trustees,	\$150,000 00	
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$23,800 00	
6. Total,		\$23,800 00
8. Net addition to property account,	23,800 00	
Revenue for the Year.		
2. Received from other railways as tolls or rent [from Union Railway Co.],	\$74,187 00	
5. Total earnings,		\$74,187 00
6. Income from other sources,	3,000 00	
8. TOTAL INCOME to company,		77,187 00
9. Percentage of income to capital stock and debt,	7.92	
10. Percentage of income to total means expended in construction,	9.36	

* This debt is secured by a guarantee fund, which provides for its payment in full at maturity. It is only a nominal liability of the company.

Expenses of Operating the Railway for the Year. [Included in Report of Union Railway Company.]		
Net Income, Dividends, &c.		
2. Total net income, per company's account,		\$77,187 00
3. Percentage of net income to cap. st'k and debt,	7.92	
4. Percentage of net income to total means expended in constr'n, equipment and purchase,	9.36	
6. Paid in dividends, 9 per cent. for the year,		\$74,187 00
7. Balance for the year, or surplus,		3,000 00
10. Paid to sinking funds in hands of trustees,		3,000 00

General Balance Sheet at Closing of Accounts, September 30, 1875.		
DR.		
Construction,		\$824,300 00
Guarantee fund,		150,000 00
		\$974,300 00
CR.		
Capital stock,		\$824,300 00
Mortgage bonds,		150,000 00
		\$974,300 00

Description of Railway.	
2. Length of railway owned by company, exclusive of sidings,	29.416 miles.
3. Length of railway laid with double track,	4.821 miles.
4. Aggregate length of switches, sidings, &c., . . . . .	.880 mile.
5. Total length of track, measured as single track,	30.296 miles.
6. Total length of track paved,	All the main track.
7. Weight of rail per yard, and description of rail,	33 to 64 lbs., wrought-iron.
Miles Run, &c.	
[Included in Report of Union Railway Company.]	

J. H. TYLER,
GEO. P. CARTER,
C. C. ALLEN,
ESTES HOWE,
Directors of the Cambridge Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.
MIDDLESEX, ss. CAMBRIDGE, October 9, 1875. Then personally appeared J. H. Tyler, George P. Carter, C. C. Allen and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.
FREDERICK T. STEVENS, *Justice of the Peace.*

Proper Address for the Company.
CAMBRIDGE RAILROAD COMPANY, CAMBRIDGE, MASS.

Name and Residence of Officers.
Joseph H. Tyler, *President*, Winchester; Frederick T. Stevens, *Clerk and Treasurer*, Cambridge. *Directors*.—Joseph H. Tyler, Winchester; Caleb C. Allen, George P. Carter, William A. Saunders, Estes Howe, Cambridge.

REPORT

OF THE

HIGHLAND STREET RAILWAY COM

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.	
1. CAPITAL STOCK authorized by charter,	\$350,000 (
2. Capital stock authorized by votes of company,	220,000 (
3. Capital stock paid in, as per books,	
4. Capital stock paid in, am't actually realized,	220,000 (
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	33,846 (
6. Capital stock issued (par value of shares, \$100),	220,000 (
7. FUNDED DEBT, due, 7 per cent. interest,	120,000 (
10. Unfunded debt incurred for construction, equipment or purchase,	128,222 (
11. Total amount of debt,	
12. Amount of debt per mile of railway owned by company,	38,188
15. Number of stockholders,	93
Cost of Railway.	
Railways and Branches built by Company.	
1. Grading and paving,	\$141,057 (
2. Track, including timber, rails, &c., and laying,	
3. Interests during construction, commissions, discounts, &c., allowed to contract'rs and others,	22,345
4. Engineering, agencies, salaries and other expenses during construction,	
5. Total cost of construction,	
6. Average per mile of single track built by company, not including sidings, &c.,	25,138 (
9. Total cost to this company of all railways built and purchased,	
(Estimated cash cost,)	
Cost of Equipment.	
1. Number of horses, 333, cost,	\$53,084 (
2. Number of cars 58, cost,	64,244 (
3. Number of other vehicles 9, cost,	26,373 (
4. Other articles of equipment,	
5. Land owned by Co., needed in operating road,	41,321
6. Buildings owned by Co., needed in operat'g road,	101,655
7. Total cost of equipment	
8. Average per mile of single track operated, not including sidings, &c.,	28,078
9. TOTAL COST OF RAILWAY AND EQUIPMENT,	
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,	
Expenditures Charged to Property Account for the Year.	
1. Extension of tracks,	\$3,006 (
2. New horses,	7,009 (
3. New cars and other vehicles [other equipm't],	5,986 (

4. Land,	\$1,302 90	
5. Buildings,	691 08	
6. Total,		\$17,995 53
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$225,841 24	
4. Received for sales of manure,	1,597 25	
5. Total earnings,		\$227,438 49
8. TOTAL INCOME to company,		227,438 49
9. Percentage of income to capital stock and debt,	48.57	
10. Percentage of income to total means expended in construction, equipment and purchase,	50.5	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$2,093 64	
2. Repairs of cars and other vehicles, harness and horseshoeing,	18,170 34	
3. Repairs of buildings,	1,051 71	
4. Actual cost of keeping good the stock of horses,	790 00	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	92,468 48	
6. Provender,	43,578 37	
7. State taxes,	1,758 83	
8. Local taxes,	1,361 74	
9. Rent and tolls paid other companies for use of their roads [Metropolitan Railroad],	5,400 00	
12. Insurance,	2,331 94	
14. General salaries, office expenses, and all other expenses except interest not included above,	17,183 51	
15. TOTAL EXPENSES OF OPERATING,		\$186,188 56
16. Per mile of single track operated, not including sidings, &c.,	18,235 90	
17. Percentage of expenses to income,	81.86	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,	\$41,249 93	
3. Percentage of net income to capital stock and debt,	8.8	
4. Percentage of net income to total means expended in construct'n, equip't and purchase,	9.2	
5. Paid for interest,	15,837 32	
6. Paid in dividends, 8 per cent. for the year,	15,920 00	
7. Balance for the year, or surplus,	9,492 61	
8. Surplus at commencement of year,	20,476 84	
9. Total surplus,		\$29,969 45

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Real Estate,	\$142,977 60
Equipment,	20,906 28
Cars,	64,244 24
Horses,	53,084 26
Track,	141,057 53
Construction,	22,345 68
Harness,	5,467 32
Amount carried forward,	\$450,082 91

Sundry accounts,	18,558 72
Materials, iron, wood, grain, &c.,	14,313 50
Cash,	19,139 91
	<hr/>
	\$502,095 04

	CR.	
Capital stock,	\$220,000 00	
Bond account,	120,000 00	
Notes payable,	128,222 00	
Income account,	29,969 45	
Ticket account outstanding,	3,903 59	
	<hr/>	\$502,095 04

Description of Railway.		
1. Description of the several lines or routes operated by the company :		
Grove Hall to Temple Place, Highland track, 5.14 ; Metropolitan track, 2.813,	7.953 miles.	
Woodbine Street to Cornhill, Highland track, 4.377 ; Metropolitan track, 2.780,	7.157 miles.	
Dennis Street to Cornhill, Highland track, 5.364 ; Metropolitan track, 2.416,	7.780 miles.	
Dudley Street to Temple Place, Highland track, 4.024 ; Metropolitan track, .976,	5 miles.	
2. Length of railway owned by company, exclusive of sidings,	6.5 miles.	
3. Length of railway laid with double track,	1.985 miles.	
4. Aggregate length of switches, sidings, &c., . . . . .	.35 mile.	
5. Total length of track, measured as single track,		6.5 miles.
6. Total length of track paved,	5.875 miles.	
7. Weight of rail per yard, and description of rail,	48 lbs. to yd., w'ght iron.	
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company,	4.253 miles.	
9. Total length of single track, not including sidings, &c., operated by this company,		10.21 miles.

Miles Run, &c.		
1. Total number of miles run during the year,		769,055
2. Average cost per mile run,	24.21 cents.	
3. Total number of passengers carried in the cars,		4,504,910
4. Total number of round trips for the year,		104,523
5. Average number of passengers per round trip,	43.1	
6. Rate of speed adopted, including stops,	6 miles per hour.	
7. Number of persons regularly employed by company,	169	
9. Rates of fare,	6 cts. ; 20 tickets \$1.00.	

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	2	—	2
Employés,	—	—	—	—	—	—
Others,	—	—	—	—	—	—

Statement of each Accident.

August 3, 1875.—A man, in attempting to get on the car before it came to a stop, fell, and was slightly injured.

September 15.—A woman stepped off the car while in motion, was thrown down, and injured her hip.

MOODY MERRILL,
SAMUEL LITTLE,
S. S. ROWE,
J. H. CHADWICK,
CHAS. J. HAYDEN,

Directors of the Highland Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 1, 1875. Then personally appeared Moody Merrill, Samuel Little, Solomon S. Rowe, Joseph H. Chadwick and Charles J. Hayden, and severally made oath to the truth of the foregoing statement by them subscribed.

THOS. WM. CLARKE, *Justice of the Peace.*

Proper Address for the Company.

HIGHLAND STREET RAILWAY COMPANY, BOSTON.

Name and Residence of Officers.

Moody Merrill, *President*; Samuel Little, *Treasurer*; Julius E. Rugg, *Superintendent*,—all of Boston. *Directors.*—Donald Kennedy, Jacob Pfaff, Solomon S. Rowe, Joseph H. Chadwick, Edward Thompson, Charles J. Hayden, Moody Merrill, Samuel Little,—all of Boston.

REPORT

OF THE

LOWELL HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	100,000 00	
3. Capital stock paid in, as per books,		\$93,100 00
4. Capital stock paid in, amount actually realized,	93,100 00	
5. Cap. st'k p'd in per mile of railway owned by Co.,	19,101 35	
6. Capital stock issued (par value of shares, \$100),	89,300 00	
10. Unfunded debt, incurred for construction, equip- ment or purchase [and operating],	7,762 46	
11. Total amount of debt,		7,762 46
12. Amount of debt per mile of railway owned by company,	1,592 63	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
1. Grading and paving,	\$16,416 99	
2. Track, including timber, rails, &c., and laying,	47,711 60	
3. Interest during construction, commissions, dis- counts, &c., allowed to contractors and others,	69 97	
4. Engineering, agencies, salaries and other ex- penses during construction,	168 30	
5. Total cost of construction,		\$64,366 86
6. Average per mile of single track built by com- pany, not including sidings, &c.,	13,206 16	
9. TOTAL COST to this company of all railways built and purchased, (Estimated cash cost,)		64,366 86
10. Average cost per mile of single track, not includ- ing sidings,	13,206 16	
Cost of Equipment.		
1. Number of horses, 56, cost,	\$9,100 40	
2. Number of cars, 12, cost,	13,482 82	
3. Number of other vehicles, 10, cost,	3,074 75	
4. Other articles of equipment,	2,170 96	
5. Land owned by Co., needed in operating road,	4,000 00	
6. Buildings owned by Co., needed in operat'g road,	4,372 82	
7. Total cost of equipment,		\$36,201 75
8. Average per mile of single track operated, not including sidings, &c.,	7,427 53	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		100,568 61
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		100,568 61
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$211 25	
2. New horses,	1,097 60	

3. New cars and other vehicles,	\$1,950 93	
6. <i>Total</i> ,		\$3,259 78
8. Net addition to property account,	3,259 78	
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$33,014 90	
4. Received for sales of manure,	609 00	
5. <i>Total earnings</i> ,		\$33,623 90
6. Income from other sources,	302 57	
8. TOTAL INCOME to company,		33,926 47
9. Percentage of income to capital stock and debt,	33.6+	
10. Percentage of income to total means expended in construction, equipment and purchase,	33.7+	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$984 11	
2. Repairs of cars and other vehicles, harness, and horseshoeing,	4,570 50	
3. Repairs of buildings,	75 87	
4. Actual cost of keeping good the stock of horses,	915 00	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	11,736 60	
6. Provender,	10,685 33	
7. State taxes,	109 18	
8. Local taxes,	95 58	
12. Insurance,	719 00	
14. General salaries, office expenses, and all other expenses except interest not included above,	4,030 66	
15. TOTAL EXPENSES OF OPERATING,		\$33,921 83
16. Per mile of single track operated, not including sidings, &c.	6,959 76	
17. Percentage of expenses to income,	99.986	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,	\$4 64	
3. Percentage of net income to cap. st'k and debt, . . . . .	.0046	
4. Percentage of net income to total means expended in constr'n, equipment and purchase, . . . . .	.0046	
5. Paid for interest,	475 37	
7. Balance for the year, or deficit,	470 73	
8. Surplus at commencement of year,	291 86	
9. <i>Total deficit</i> ,		\$178 67

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction account,	\$64,366 86
Horses,	9,100 40
Cars,	13,482 82
Other equipment,	5,245 71
Real estate,	8,372 82
Cash,	293 85
	\$100,862 46
CR.	
Capital paid in,	\$93,100 00
Debts due from the company,	7,762 46
	\$100,862 46

Description of Railway.	
1. Description of the several lines or routes operated by the company:—	
Belvidere to Pawtucket Falls,	1.824 miles.
Post-office to Bleachery,	1.263 miles.
Middlesex and Branch Streets,	1.053 miles.
Centralville Branch, . . . .	.734 mile.
2. Length of railway owned by company, exclusive of sidings,	4.874 miles.
3. Length of railway laid with double track,	None.
4. Aggregate length of switches, sidings, &c., . . . .	.216 mile.
5. Total length of track, measured as single track,	5.09 miles.
6. Total length of track paved,	4.36 miles.
7. Weight of rail per yard, and description of rail,	28½ to 33 lbs., flat-rolled.
9. Total length of single track, not including sidings, &c., operated by this company,	4.874 miles.
Miles Run, &c.	
1. Total number of miles run during the year,	126,009
2. Average cost per mile run,	26.92 cents.
3. Total number of passengers carried in the cars,	570,799
4. Total number of round trips for the year,	12,926
5. Average number of passengers per round trip,	44.15
6. Rate of speed adopted, including stops,	5 miles per hour.
7. Number of persons regularly employed by Co.,	31
9. Rates of fare [since June 1],	4, 6½ and 7 cents.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	—	—	—
Others,	—	—	—	1	—	1

Statement of Accident.

May 4.—Robert Guicen, while lying insensible near the track, in a very dark hollow, at 10 o'clock P. M., had a leg run over by the wheel of a car. The leg was badly bruised, but through the protection of a thick boot was saved from permanent injury.

WM. E. LIVINGSTON,
W. F. SALMON,
JOHN A. GOODWIN,
ALBERT WHEELER,
CHAS. A. F. SWAN,

Directors of the Lowell Horse Railroad Company.

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COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, November 3, 1875. Then personally appeared William E. Livingston, W. F. Salmon, John A. Goodwin, Albert Wheeler, and Chas. A. F. Swan, and severally made oath to the truth of the foregoing statement by them subscribed.

FRANK O. BUTTERFIELD, *Justice of the Peace.*

Proper Address for the Company.

LOWELL HORSE RAILROAD COMPANY, LOWELL, MASS.

Name and Residence of Officers.

William E. Livingston, *President*; William F. Salmon, *Vice-President*; John A. Goodwin, *Treasurer and Clerk*; Robert Cunningham, *Superintendent*,—all of Lowell. *Directors.*—William E. Livingston, William F. Salmon, John A. Goodwin, Albert Wheeler, Charles A. F. Swan, of Lowell; George N. Kennedy, Thomas B. Fitch, E. B. Hopkins, Syracuse, N. Y.

REPORT

OF THE

LYNN & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.	
1. CAPITAL STOCK authorized by charter, . . .	\$200,000 00
2. Capital stock authorized by votes of company, . . .	200,000 00
3. Capital stock paid in as per books, . . .	. . .
4. Capital stock paid in, amount actually realized, . . .	200,000 00
5. Cap. st'k p'd in per mile of railway owned by Co., . . .	17,021 28
6. Capital stock issued (par value of shares \$100), . . .	200,000 00
7. FUNDED DEBT, due Jan. 1, 1885, 6 per ct. int'st,* . . .	50,000 00
10. Unfunded debt incurred for construction, equip- ment, purchase, and otherwise, . . .	51,017 28
11. Total amount of debt [\$101,017.28, less sinking fund, \$14,500], . . .	. . .
12. Am't of debt per mile of railway owned by Co., . . .	8,597 21
15. Number of stockholders, . . .	119
Cost of Railway.	
<i>Railways and Branches built by Company.</i>	
5. Total cost of construction [contracts embraced all the items], . . .	. . .
6. Average per mile of single track built by com- pany, not including sidings, &c., . . .	\$15,485 97
9. Total cost to this company of all railways built and purchased, . . .	. . .
(Estimated cash cost, \$. . .)	. . .
10. Average cost per mile of single track, not in- cluding sidings, . . .	15,485 97
Cost of Equipment.	
1. No. of horses, 241; cost [valuation on books],† . . .	\$32,535 00
2. Number of cars, 38; cost, . . .	32,300 00
3. Number of other vehicles, . . . ; cost, . . .	5,530 00
4. Other articles of equipment, . . .	11,061 00
5. Land owned by Co. needed in operating road, } . . .	27,910 00
6. Buildings owned by Co. needed in operat'g road, }	
7. Total cost of equipment, . . .	. . .
8. Average per mile of single track operated, not including sidings, &c., . . .	7,090 53
9. TOTAL COST OF RAILWAY AND EQUIPMENT, . . .	. . .
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	. . .
13. Amount of sinking funds in hands of trustees, . . .	14,500 00
Expenditures Charged to Property Account for the Year. [Nothing.]	

* Originally \$50,000; reduced to \$35,500 by sinking fund in hands of trustees.
Equipment, No. 13.

† Average actual cost, about \$150 each.

Revenue for the Year.		
1. Received from passengers on railways operated by this company,	\$164,996 90	
3. Received for mails,	78 75	
4. Received for sales of manure,	1,420 47	
5. Total earnings,		\$166,496 12
8. TOTAL INCOME to company,		166,496 12
9. Percentage of income to capital stock and debt,	58.11	
10. Percentage of income to total means expended in construction, equipment and purchase,	57.15	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$9,485 80	
2. Repairs of cars and other vehicles, harness, and horseshoeing,	17,903 64	
3. Repairs of buildings,	950 72	
4. Actual cost of keeping good the stock of horses,	4,975 00	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	50,641 69	
6. Provender,	35,097 36	
8. Local taxes,	460 01	
9. Rent and tolls paid other companies for use of their roads, specifying amount to each,—		
Boston & Chelsea,	\$8,800 00	
Middlesex,	5,367 86	
Winnisimmet,	3,600 00	
Metropolitan,	257 41	
	18,623 77	
12. Insurance,	1,278 85	
13. Damages for injuries to persons,	401 98	
14. General salaries, office expenses, and all other expenses, except interest, not included above,	11,090 05	
15. TOTAL EXPENSES OF OPERATING,		\$150,908 87
16. Per mile of single track operated, not including sidings, &c.,	9,786 56	
17. Percentage of expenses to income,	90.63	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,	\$15,587 25	
3. Percentage of net income to cap. st'k and debt,	5.44	
4. Percentage of net income to total means expended in const'n, equipment and purchase,	5.35	
5. Paid for interest,	5,090 19	
7. Balance for the year, or surplus,	10,497 06	
8. Surplus at commencement of year,	2,922 61	
9. Total surplus,		\$13,419 67
10. Paid to sinking funds in hands of trustees,	1,000 00	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction,		\$181,960 11
Equipment,—		
Real estate,	\$27,910 00	
Horses,	32,535 00	
General,	48,891 00	
		109,336 00
Sinking fund,		14,500 00
Cash,		7,067 96
Bills receivable,		1,572 88
		\$314,436 95

Capital stock,	\$200,000 00
Bonds,	50,000 00
Floating debt,—	
Notes payable,	\$22,040 15
Bills payable,	25,420 34
Tickets outstanding,	3,556 79
	<hr/>
	51,017 28
By profit and loss,	13,419 67
	<hr/>
	\$314,436 95

Description of Railway.	
1. Description of the several lines or routes operated by the company:— Lynn & Boston (Swampscott through Lynn to Chelsea, with a branch from Revere to Chelsea beach, used in summer season), Chelsea & Boston (Chelsea to Charlestown, and thence over Middlesex R. R. to Boston).	
2. Length of railway owned by company, exclusive of sidings,	11.75 miles.
4. Aggregate length of switches, sidings, &c.,	1.04 miles.
5. Total length of track, measured as single track,	12.79 miles.
6. Total length of track paved,	2.34 miles.
7. Weight of rail per yard, and description of rail,	25 and 45 lbs. per yard rolled iron, and all street-rail pattern.
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company,	3.67 miles.
Boston & Chelsea,	2.17 miles.
Winnisimmet (only a part in use),	1.50 miles.
9. Total length of single track, not including sidings, &c., operated by this company,	15.42 miles.
Miles Run, &c.	
1. Total number of miles run during the year,	499,782
2. Average cost per mile run,	30.19 cents.
3. Total number of passengers carried in the cars,	2,229,740
4. Total number of round trips for the year,	39,426
5. Average number of passengers per round trip,	56.55
6. Rate of speed adopted, including stops,	6 miles per hour.
7. Number of persons regularly employed by Co.,	102
9. Rates of fare,	From 4 to 25 cents.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	2	—	2
Employees,	—	1	—	—	—	1
Others,	—	—	1	—	1	—

Statement of each Accident.

November 5, 1874.—A man attempted to step on the front platform of a car before it could be stopped, slipped and fell under the car, and was somewhat injured.

December 29.—Lady stepped over bank, side of road, after leaving car, and sprained her ankle.

August 19, 1875.—Boy playing in street, knocked down by horses, and car ran over him; died same night.

September 28.—Driver of Lynn car fell from his post in a fit; car passed over him, injuring him badly.

BENJAMIN H. DEWING,
 BENJ'N P. WINSLOW,
 WM. SPRAGUE,
 ASA A. BREED,
 A. F. BREED,
 E. F. OLIVER,

Directors of the Lynn & Boston Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 1, 1875. Then personally appeared Benj. H. Dewing, Benj. P. Winslow, Wm. Sprague, Asa A. Breed, A. F. Breed, and E. F. Oliver, and severally made oath to the truth of the foregoing statement by them subscribed.

THOS. P. PROCTOR, *Justice of the Peace.*

Proper Address for the Company.

LYNN & BOSTON RAILROAD COMPANY, BOSTON, MASS.
Treasurer's Office, No. 73 Cornhill.

Name and Residence of Officers.

Benjamin H. Dewing, *President*, Revere; E. F. Oliver, *Clerk and Treasurer*, Lynn. *Directors.*—Benjamin H. Dewing, Revere; Mark Healey, Asa A. Breed, Amos F. Breed, Lynn; Peter Smith, John Dove, Andover; Benjamin P. Winslow, William Sprague, John Reed, Thomas P. Proctor, E. F. Oliver, Boston.

REPORT
OF THE
LYNN CITY STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter, . . .	\$25,000 00	
2. Capital stock authorized by votes of company, . . .	25,000 00	
3. Capital stock paid in, as per books,* . . .		\$15,725 00
4. Capital stock paid in, amount actually realized, . . .	15,725 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co., . . .	8,043 48	
6. Capital stock issued (par value of shares, \$100) . . .	14,500 00	
10. Unfunded debt incurred for construction, equip- ment or purchase,	13,343 58	
11. Total amount of debt,		13,343 58
12. Amount of debt per mile of railway owned by company,	6,825 36	
15. Number of stockholders,	34	
Cost of Railway.		
Railways and Branches built by Company.		
1. Grading and paving,	\$221 06	
2. Track, including timber, rails, &c., and laying, . . .	18,149 50	
3. Interests during construction, commissions, dis- counts, &c., allowed to contractors and others, . . .	117 07	
4. Engineering, agencies, salaries and other ex- penses during construction,	130 70	
5. Total cost of construction,		\$18,618 33
6. Average per mile of single track built by com- pany, not including sidings, &c.,	9,523 44	
9. TOTAL COST to this company of all railways built and purchased,		18,618 33
(Estimated cash cost,)		
10. Average cost per mile of single track, not in- cluding sidings,	9,523 44	
Cost of Equipment.		
1. Number of horses, 15; cost,	\$1,925 00	
2. Number of cars, 5; cost,	4,983 70	
3. Number of other vehicles, 3; cost,	550 00	
4. Other articles of equipment,	552 91	
6. Buildings owned by company needed in operat- ing road,	2,916 58	
7. Total cost of equipment,		\$10,928 19
8. Average per mile of single track operated, not including sidings, &c.,	3,759 26	
9. TOTAL COST OF RAILWAY AND EQUIPMENT, . . .		29,546 52
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .		29,546 52
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$5,720 04	
2. New horses,	400 00	

* \$1,875 due on stock subscribed for and considered good.

3. New cars and other vehicles, &c.,	\$2,048 14	
5. Buildings,	299 30	
6. <i>Total</i> ,		\$8,467 48
8. Net addition to property accoont,	8,467 48	
Revenue for the Year.*		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$9,221 36	
4. Received for sales of manure,	46 50	
5. <i>Total earnings</i> ,		\$9,267 86
6. Income from other sources,	103 55	
8. TOTAL INCOME to company,		9,371 41
9. Percentage of income to capital stock and debt,	32 24	
10. Percentage of income to total means expended in construction, equipment and purchase,	31 72	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$10 50	
2. Repairs of cars and other vehicles, harness and horseshoeing,	326 95	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	2,259 38	
6. Provender,	2,294 79	
7. State taxes,	98 36	
8. Local taxes,	69 60	
9. Rent and tolls paid other companies for use of their roads [Lynn & Boston R. R. Co.],	662 50	
12. Insurance,	100 00	
14. General salaries and office expenses, all other expenses except interest not included above,	2,212 35	
15. TOTAL EXPENSES OF OPERATING,		\$8,034 43
16. Per mile of single track operated, not including sidings, &c.,	2,763 82	
17. Percentage of expenses to income,	85.7	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,		\$1,336 98
3. Percentage of net income to capital stock and debt,	4.60	
4. Percentage of net income to total means expended in construction, equipment and purchase,	4.52	
5. Paid for interest,	\$555 68	
7. Balance for the year, or surplus,	781 30	
8. Surplus at commencement of year,†	52 09	
9. <i>Total surplus</i> ,		£33 39

* Extension of .762 mile, in operation but four days previous to September 30, 1875.
† No surplus represented on return of 1874.—[Com.]

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$18,618 33
Equipment,	8,011 61
Real estate,	2,916 58
Cash,	355 45
	<hr/>
	\$29,901 97

	CR.	
Stock,		\$15,725 00
Notes payable,		9,841 83
Bills payable,		3,501 75
Profit and loss,		833 39
		<hr/> \$29,901 97

Description of Railway.		
1. Description of the several lines or routes operated by the company:		
Market and Oxford Streets, Central Avenue, Union, Chestnut, Essex Streets to Upper Swampscott,	1.749 miles.	
Market and Oxford Streets, Central Avenue, Union, Chestnut, Essex, Chatham, and Maple Streets to Glenmere,	2.383 miles.	
2. Length of railway owned by company, exclusive of sidings,	1.955 miles.	
4. Aggregate length of switches, sidings, &c., . . . . .	.067 mile.	
5. Total length of track, measured as single track,		2.022 miles.
6. Total length of track paved, . . . . .	.189 mile.	
7. Weight of rail per yard, and description of rail,	35 and 33 lbs., street rail.	
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operat'd by this company [Lynn & Boston Railroad Company], . . . . .	.952 mile.	
9. Total length of single track, not including sidings, &c., operated by this company,		2.907 miles.
Miles Run, &c.*		
1. Total number of miles run during the year,		32,649
2. Average cost per mile run,	24.61 cents.	
3. Total number of passengers carried in the cars,		157,088
4. Total number of round trips for the year,		11,194
5. Average number of passengers per round trip,	14.03	
6. Rate of speed adopted, including stops,	5 miles an hour.	
7. Number of persons regularly employed by Co.,	6	
9. Rates of fare,	{ 6 cts. single ; 5 tickets, 25 cts. 10 cts. for extra trips evenings.	

* .762 mile, in operation but four days.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employés,	-	-	-	-	-	-
Others,	-	-	-	1	-	1

Statement of each Accident.

A man, while attempting to unhitch a horse from a car, was struck by the horse, and had a leg broken.

M. V. B. MOWER,
ISAAC NEWHALL,
JOHN MUDGE,
ALDEN CHOATE,
J. BULFINCH,
HENRY C. JEWETT,
THOS. S. BATES,

Directors of the Lynn City Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. November 1, 1875. Then personally appeared M. V. B. Mower, Isaac Newhall, John Mudge, Alden Choate, J. Bulfinch, Henry C. Jewett, and Thomas S. Bates, and severally made oath to the truth of the foregoing statement by them subscribed.

BENJ. A. WARD, *Justice of the Peace.*

Proper Address for the Company.

LYNN CITY STREET RAILWAY COMPANY, LYNN, MASS.

Name and Residence of Officers.

M. V. B. Mower, *President*; Chas. H. Withey, *Treasurer*; John Mudge, *Superintendent*,—all of Lynn. *Directors*.—Isaac Newhall, M. V. B. Mower, J. B. Lamper, Thos. S. Bates, John Mudge, Jeremiah Bulfinch, Henry C. Jewett, Alden Choate, Oliver Ramsdell, Benjamin Dupar,—all of Lynn.

REPORT

OF THE

MALDEN & MELROSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by Middlesex R. R. Co.*]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter, . . .	\$200,000 00	
2. Capital stock authorized by votes of company, . . .	165,500 00	
3. Capital stock paid in as per books, . . .		\$165,500 00
4. Capital stock paid in, amount actually realized, . . .	-	-
5. Cap. st'k p'd in per mile of rail'y owned by Co., . . .	47,285 71	
6. Capital stock issued (par value of shares, . . .), . . .	165,500 00	
7. FUNDED DEBT. due . . . per cent. interest, . . .	15,000 00	
11. Total amount of debt, . . .		15,000 00
12. Am't of debt per mile of rail'y owned by Co., . . .	4,285 71	
15. Number of stockholders, . . .	51	
Cost of Railway.		
Railways and Branches built by Company.		
5. Total cost of construction, . . .		\$60,246 48
6. Average per mile of single track built by company, not including sidings, &c., . . .	\$17,213 28	
9. Total cost to this company of all railways built and purchased, . . .		60,246 48
(Estimated cash cost, \$)		
Cost of Equipment.		
[No equipment.]		
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .		\$60,246 48
Revenue for the Year.		
[None.]		
Net Income, Dividends, &c.		
9. Total deficit, . . .		\$120,253 52

* See note at the end of the return.

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction, . . .	\$60,246 48
Deficit, . . .	120,253 52
	\$180,500 00
CR.	
Capital stock, . . .	\$165,500 00
Mortgage debt, . . .	15,000 00
	\$180,500 00

Description of Railway.	
2. Length of railway owned by company, exclusive of sidings,	3.5 miles.
5. Total length of track, measured as single track,	3.5 miles.
6. Total length of track paved,	1.136 miles.
7. Weight of rail per yard, and description of rail,	33, 45, and 55 lbs., rol'd iron.
Miles Run, &c.	
[Included in report to Middlesex R. R. Co.]	

JOHN E. M. GILLEY,
JAS. H. MCFARLAND,
Directors of the Malden & Melrose Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 16, 1875. Then personally appeared John E. M. Gilley and James H. McFarland, of Boston, and severally made oath to the truth of the foregoing statement by them subscribed.

A. B. COOPER, *Notary-Public.*

Proper Address for the Company.

MALDEN & MELROSE RAILROAD COMPANY, BOSTON, MASS.
[Operated by the Middlesex Railroad Company.]

Name and Residence of Officers.

William J. Eames, *President*; John E. M. Gilley, *Treasurer*, Chelsea. *Directors*.—William J. Eames; John E. M. Gilley, Chelsea; James H. McFarland, Boston.

NOTE.—The road owned by this company was leased to the Middlesex Railroad Company for the term of fifty years from the date of its charter. The lessees were to pay the interest on the mortgage bonds, and pay the bonds at maturity; and after deducting from the net profits of running their road, together with the several roads they operate, the sum of nine per cent. per annum, then to pay the balance of said net profits to this company until the same shall equal an annual dividend of eight per cent. on 1,655 shares of its capital stock. Nothing has been paid to the company under this lease. The road is now in possession of the Middlesex Railroad Company under a second mortgage.—[COM.]

REPORT

OF THE

MEDFORD & CHARLESTOWN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by the Middlesex R. R. Co.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter, . . .	\$200,000 00	
2. Capital stock authorized by votes of company, . . .	25,000 00	
3. Capital stock paid in as per books, . . .		\$21,000 00
4. Capital stock paid in, amount actually realized, . . .	21,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co., . . .	6,612 09	
6. Capital stock issued (par value of shares, \$50), . . .	21,000 00	
11. Total amount of debt,	Nothing.	
15. Number of stockholders,	24	
Cost of Railway.		
Railways and Branches built by Company.		
5. Total cost of construction [\$22,600; less iron sold, \$1,369.02],	\$21,230 98	
6. Average per mile of single track built by company, not including sidings, &c.,	6,684 82	
7. Other Railways and Branches purchased.		
Somerville R. R. on Broadway, Somerville,	12,000 00	
8. Total cost to this company of railways and branches purchased,		\$12,000 00
9. Total cost to this company of all railways built and purchased,		33,230 98
(Estimated cash cost, \$)		
10. Average cost per mile of single track, not including sidings,	10,463 15	
Cost of Equipment.		
[None.]		
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$33,230 98
Revenue for the Year.		
[Nothing.*]		
Expenses of Operating the Railway for the Year.		
[The Medford & Charlestown R. R. is equipped and run by the Middlesex R. R. Co.]		
7. State taxes [for printing],	\$20 00	
Lumber and iron for new location in Somerville—street rail,†	2,696 80	
15. TOTAL EXPENSES,		\$2,716 80

* Rent suspended on account of tracks being taken up by order of towns of Medford and Charlestown.

† Being amount expended towards laying new track in Somerville.

Net Income, Dividends, &c.		
7. Balance for the year, or deficit,	\$2,716 80	
8. Surplus at commencement of year,	15,537 17	
9. Total surplus,		\$12,820 37

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction,		\$33,230 98
Cash,		589 39
		<hr/>
		\$33,820 37
CR.		
Capital stock,	\$21,000 00	
Income to construction,	12,820 37	
Profit and loss,		
		<hr/>
		\$33,820 37

Description of Railway.	
1. Description of the several lines or routes operated by the company,— Somerville R. R., on Broadway in Somerville, extending from track of Middlesex R. R. on Charlestown Neck to summit of Winter Hill; Medford & Charlestown R. R., on Main Street in Somerville, and on Main and Salem Streets in Medford.	
2. Length of railway owned by company, exclusive of sidings,	3.176 miles.
4. Aggregate length of switches, sidings, &c., . . . . .	.281 mile.
5. Total length of track, measured as single track,	3.457 miles.
6. Total length of track paved, . . . . .	.359 mile.
7. Weight of rail per yard, and description of rail,	{ T rail, 28 and 33 lbs. per yard; street rail, 30 and 45 lbs. per yard. All wrought iron.
Miles Run, &c.	
[Included in Report of Middlesex R. R. Co.]	

The locations of the Medford & Charlestown Railroad Co. in Medford and Somerville have been revoked and the tracks removed, leaving about one mile of track, which is in the town of Somerville.

LUTHER FARWELL,
J. O. CURTIS,
CHAS. CUMMINGS,
DANIEL W. LAWRENCE,
GEO. B. GREEN,
Directors of the Medford & Charlestown Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.
MIDDLESEX, ss. November, 1875. Then personally appeared Luther Farwell, Curtis, Cummings, Lawrence, and Green, and severally made oath to the truth of the foregoing statement by them subscribed.
B. F. HAYES, *Justice of the Peace.*

Proper Address for the Company.

**MEDFORD & CHARLESTOWN RAILROAD COMPANY, care of
FARWELL, Treasurer, 413 COLUMBUS AVENUE, BOSTON.**

Name and Residence of Officers.

**Luther Farwell, President and Treasurer, 413 Columbus Avenue, Boston.
Directors.—James O. Curtis, Charles Cummings, George B. Green, Daniel
F. Green, —all of Medford.**

R E P O R T

OF THE

MERRIMACK VALLEY HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$80,000 00	
2. Capital stock authorized by votes of company,	50,000 00	
3. Capital stock paid in as per books,		\$50,000 00
4. Capital stock paid in, amount actually realized,	50,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co.,	10,000 00	
6. Capital stock issued (par value of shares, \$100),	50,000 00	
15. Number of stockholders,	95	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
1. Grading and paving,	\$2,000 00	
2. Track, including timber, rails, &c., and laying,	35,784 71	
5. Total cost of construction,		\$37,784 71
6. Average per mile of single track built by company, not including sidings, &c.,	7,556 94	
9. TOTAL COST to this company of all railways built and purchased,		37,784 71
(Estimated cash cost,)		
10. Average cost per mile of single track, not including sidings,	7,556 94	
Cost of Equipment.		
1. Number of horses, 55; cost,	\$8,708 15	
2. Number of cars, 15; cost,	16,618 60	
3. Number of other vehicles, 7; cost,	1,940 00	
4. Other articles of equipment,	3,225 22	
5. Land owned by Co., needed in operating road,	4,000 00	
6. Buildings owned by Co., needed in operat'g road,	7,493 82	
7. Total cost of equipment,		\$41,985 79
8. Average per mile of single track operated, not including sidings, &c.,	8,397 16	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		79,770 50
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		79,770 50
Reduction of Property Account for the Year.		
Reduction in horse account, "boot" received,	\$619 15	
Net reduction of property account,	619 15	
Revenue for the Year.		
1. Received from passengers on railways oper'd by this company, and for tickets sold,	\$32,652 44	
4. Received for sales of manure,	570 00	
5. Total earnings,		\$33,222 44
6. Income from other sources,	200 00	
8. TOTAL INCOME to company,		33,422 44
9. Percentage of income to capital stock and debt,	66	
10. Percentage of income to total means expended in construction, equipment and purchase,	41	

Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$3,145 15	
2. Repairs of cars and other vehicles, harness and horseshoeing,	4,373 78	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	10,854 48	
6. Provender,	8,116 93	
7. State taxes,	402 97	
8. Local taxes,	176 86	
12. Insurance,	888 00	
14. General salaries and office expenses and all other expenses except interest not included above,	2,849 33	
15. TOTAL EXPENSES OF OPERATING,		\$30,807 50
16. Per mile of single track operated, not including sidings, &c.,	6,161 50	
17. Percentage of expenses to income,	92	
Net Income, Dividends, &c.		
2. Total net income above operating expenses per company's account,	\$2,614 94	
3. Percentage of net income to cap. st'k and debt,	5+	
4. Percent. of net income to total means expended in construction, equipment and purchase,	3+	
7. Balance for the year, or surplus,	2,614 94	
8. Surplus at commencement of year,	31,010 17	
9. Total surplus,		\$33,625 11

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction account,		\$37,784 71
Equipment account,		21,783 82
Real estate account,		11,493 82
Horse account,		8,708 15
Cash account,		3,854 61
		<u>\$83,625 11</u>
CR.		
Stock account,	\$50,000 00	
Running receipts,	33,625 11	
		<u>\$83,625 11</u>

Description of Railway.	
1. Description of the several lines or routes operated by the company: Road extends from Methuen, through Lawrence, to North Andover, a distance of five miles.	
2. Length of railway owned by Co., exclusive of sidings,	5 miles.
4. Aggregate length of switches, sidings, &c., . . . . .	.333 mile.
5. Total length of track, measured as single track,	5.333 miles.
6. Total length of track paved,	1 mile.
7. Weight of rail per yard, and description of rail,	{ About 3 miles of O'Brien rail, 19 lbs. to the yard, and about 2 miles of T rail, 30 lbs. to the yard.
9. Total length of single track, not including sidings, &c., operated by this company,	5 miles.

Miles Run, &c.		
1. Total number of miles run during the year, .		127,750
2. Average cost per mile run,	24 cents.	
3. Total number of passengers carried in the cars, .		466,463
4. Total number of round trips for the year, .		12,775
5. Average number of passengers per round trip, .	36	
6. Rate of speed adopted, including stops, . .	5 miles per hour.	
7. Number of persons regularly employed by Co.,	24	
9. Rates of fare,	3 cents.	

WM. A. RUSSELL,
A. W. STEARNS,
H. PLUMMER,
JAMES WALTON,
MOSES T. STEVENS,
Directors of the Merrimack Valley Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. November 2, 1875. Then personally appeared Wm. A. Russell, H. Plummer, James Walton, and Moses T. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed.

JAMES H. EATON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. October 30, 1875. Then personally appeared A. W. Stearns, and made oath to the truth of the foregoing statement by him subscribed.

JAMES H. EATON, *Justice of the Peace.*

Proper Address for the Company.

MERRIMACK VALLEY HORSE RAILROAD COMPANY, LAWRENCE, MASS.

Name and Residence of Officers.

Wm. A. Russell, *President*; J. H. Eaton, *Treasurer*; Geo. B. Trickey, *Superintendent*. *Directors*.—Wm. A. Russell, A. W. Stearns, H. Plummer,—all of Lawrence; James Walton, Methuen; Moses T. Stevens, North Andover.

REPORT

OF THE

METROPOLITAN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.	
1. CAPITAL STOCK authorized by charter, . . .	\$1,950,000 00
2. Capital stock authorized by votes of company, . . .	1,500,000 00
3. Capital stock paid in, as per books, . . .	\$1,500,000 00
4. Capital stock paid in, amount actually realized, . . .	1,500,000 00
5. Cap. st'k p'd in per mile of rail'y owned by Co., . . .	33,209 35
6. Capital stock issued (par value of shares \$50), . . .	1,500,000 00
7. FUNDED DEBT, due 1884, 7 per cent. interest, . . .	500,000 00
8. Funded debt, due 1877, 7 per cent. interest, . . .	243,442 12
10. Unfunded debt, incurred for construction, equip- ment or purchase,	326,244 58
11. Total amount of debt,	1,124,553 03
12. Am't of debt per mile of railway owned by Co., . . .	24,897 12
15. Number of stockholders,	693
Cost of Railway.	
Railways and Branches built by Company.	
1. Grading and paving,	\$200,638 11
2. Track, including timber, rails, &c., and laying, . . .	441,832 74
3. Interest during construction, commissions, dis- counts, &c., allowed to contractors and others, . . .	115,564 40
4. Engineering, agencies, salaries and other ex- penses during construction,	
5. Total cost of construction,	\$758,035 25
6. Average per mile of single track, built by com- pany, not including sidings, &c.,	22,356 96
7. Other Railways and Branches purchased.	
West Roxbury Railroad, original cost unknown.	
Suffolk Railroad, original cost unknown.	
Dorchester Railroad, original cost unknown.	
Dorchester & Roxbury R. R., original cost unk'n.	
Dorchester Extension R. R., original cost unk'n.	
Chelsea & East Boston R. R., original cost unk'n.	
Brookline R. R., original cost unknown.	
8. Total cost to this company of railways and branches purchased,	390,558 65
9. TOTAL COST to this company of all railways built and purchased, (Estimated cash cost, \$1,094,593.90.)	1,148,593 90
10. Average cost per mile of single track, not includ- ing sidings,	25,340 61
Cost of Equipment.	
1. Number of horses, 1,421; cost,	\$185,454 69
2. Number of cars, 253; cost,	236,461 50
3. Number of other vehicles ; cost,	43,703 14
4. Other articles of equipment,	57,152 39

5. Land owned by Co., needed in operating road,	}	Estimated at \$732,325 38
6. Buildings owned by Co., needed in operat'g road,		
7. <i>Total cost of equipment,</i>		1,255,097 10
8. Average per mile of single track <i>operated</i> , not including sidings, &c.,		\$26,960 60
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		2,403,691 00
10. Land and buildings not used in operating road,		Estimated at 300,000 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		2,703,691 00
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,		\$15,549 78
2. New horses,		3,125 00
3. New cars,		17,256 52
Other articles of equipment,		2,748 49
4. Land,	}	58,958 73
5. Buildings,		
6. <i>Total,</i>		\$97,638 52
7. Property sold during the year,		15,620 21
8. Net addition to property account,		82,018 31
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,		\$1,100,868 00
2. Received from other railways as tolls or rent: South Boston R. R. Co., \$6,587.19; Highland Street Railway Co., \$5,400; Lynn & Boston R. R. Co., \$257.37,		12,244 56
3. Received for mails,		3,600 00
4. Received for sales of manure,		6,602 56
5. <i>Total earnings,</i>		\$1,123,315 12
6. Income from other sources,		3,391 98
8. TOTAL INCOME to company,		1,126,707 10
9. Percentage of income to capital stock and debt,		42.92
10. Percentage of income to total means expended in construction, equipment and purchase,		41.67
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,		\$34,760 97
2. Repairs of cars and other vehicles, harness and horseshoeing,		94,440 57
3. Repairs of buildings,		12,448 59
4. Keeping good the stock of horses,		40,830 05
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,		386,476 05
6. Provender,		192,961 79
7. State taxes,	}	23,335 89
8. Local taxes,		
9. Rent and tolls paid other companies for use of their roads, specifying amount to each:— South Boston R. R. Co., \$489.90; Boston & W. Roxbury R. R. Co., \$1,250; Albany Street Freight Railway Co., \$33.02,		1,772 92
12. Insurance,		8,335 25
13. Damages for injuries to persons [and property],		11,772 60
14. General salaries, office expenses, and all other expenses except interest not included above,		99,614 68
15. TOTAL EXPENSES OF OPERATING,		\$906,749 36
16. Per mile of single track operated, not including sidings, &c.,		19,477 78
17. Percentage of expenses to income,		80.48

Net Income, Dividends, &c.	
2. Total net income above operating expenses, per company's account,	\$219,957 74
3. Percentage of net income to cap. st'k and debt,	8.38
4. Percentage of net income to total means expended in construct'n, equip't and purchase,	8.13
5. Paid for interest,	71,941 03
6. Paid in dividends, 7½ per cent. for the year,	112,500 00
7. Balance for the year, or surplus,	35,516 71
8. Surplus at commencement of year,	121,143 87
9. Total surplus,	\$156,660 58

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$1,148,593 90
Real estate and buildings,	1,032,325 38
Horses,	185,454 69
Cars,	236,461 50
Omnibuses, sleighs, and other vehicles,	43,703 14
General equipment,	57,152 39
Railroad iron for new tracks and repairs,	4,978 07
Hay, straw and grain,	20,824 65
Sundry accounts,	46,974 59
Cash,	4,397 92
	\$2,780,866 23
CR.	
Capital stock,	\$1,500,000 00
Notes and bills payable,	569,636 70
Bonds due 1884,	500,000 00
Sundry accounts and outstanding tickets,	54,866 33
Tremont Street land account,	19,364 21
Reserve fund,	81,737 63
Profit and loss,	55,558 74
	\$2,780,866 23

Description of Railway.	
1. Description of several lines or routes operated by the company:— Norfolk House, Norfolk House and Depots, West Roxbury, Dorchester, Mount Pleasant, Warren Street and Depots, Tremont Street, Lenox Street, Tremont Street and Depots, Lenox Street and Depots, Tremont Street and East Boston Ferry, Washington Street and Depots, Brookline, Egleston Square, Forest Hills, Chelsea Ferry, West End, Night Cars, Beacon Street, East Boston Ferry and Bartlett Street, Upham's Corner, East Boston side and Ferry, Milton Mills, Dorchester Avenue, Meeting-House Hill.	
2. Length of railway owned by Co., exclusive of sidings,	45.327 miles.
3. Length of railway laid with double track,	9.879 miles.
4. Aggregate length of switches, sidings, &c.,	4.527 miles.
5. Total length of track, measured as single track,	49.695 miles.

6. Total length of track paved,	37.770 miles.
7. Weight of rail per yard, and description of rail,	30 to 55½ lbs., st. and T rail.
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company,	1.226 miles.
9. Total length of single track, not including sidings, &c., operated by this company,*	46.553 miles.
Miles Run, &c.	
1. Total number of miles run during the year,	3,146,550
2. Average cost per mile run,	28.81 cents.
3. Total number of passengers carried in the cars,	21,439,489
4. Total number of round trips for the year,	524,817
5. Average number of passengers per round trip,	39.50
6. Rate of speed adopted, including stops,	5 to 6 miles per hour.
7. Number of persons regularly employed by Co.,	776
9. Rates of fare,	5 to 15 cents.

* .238 mile has been taken up in the past year.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	2	12	2	12
Employés,	—	—	—	—	—	—
Others,	—	—	—	—	—	—

Statement of each Accident.

October 8, 1874.—Woman leaving car in motion, fell, and was somewhat injured.

October 15.—Woman leaving car in motion, fell, and was somewhat injured.

November 7.—Girl, three years of age, ran in front of horses, was knocked down and injured.

November 10.—Man, running for a car, hit a lamp-post and fell, receiving injuries which caused his death.

November 27.—Man fell from or near a car, and had his leg broken.

December 11.—Man stepped from car in motion, fell, and had his leg broken.

January 29, 1875.—Man hit by a car; had his arm broken.

February 11.—Man slipping on ice in street, struck a car, and had his head badly cut.

March 28.—Man left car in motion, and had his leg broken (so reported to us).

May 22.—Boy, two years old, ran in front of car, fell, was run over, and died of his injuries.

June 4.—Man got off a car standing on turnout, was caught between that and another car on main track, and somewhat injured.

June 11.—Boy, stealing a ride, fell from car, was run over and severely injured.

June 17.—Boy ran under wheels of truck, upon which a car was placed in the procession, and had his leg badly crushed.

September 2.—Man thrown from platform of car by some unevenness of track, had his head badly cut.

C. A. RICHARDS,
NATHAN CUSHING,
J. W. DRAPER,
D. N. RICHARDS,
WILLIAM HENDRY,
JOHN M. CLARK,
WILLIAM A. RUST,
GEO. H. VINCENT,

Directors of the Metropolitan Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 2, 1875. Then personally appeared C. A. Richards, Nathan Cushing, J. W. Draper, D. N. Richards, William Hendry, John M. Clark, William A. Rust, and Geo. H. Vincent, and severally made oath to the truth of the foregoing statement by them subscribed.

H. R. HARDING, *Justice of the Peace.*

Proper Address for the Company.

METROPOLITAN RAILROAD COMPANY, 94 TREMONT STREET, BOSTON.

Name and Residence of Officers.

C. A. Richards, *President*, Boston; C. Boardman, *Treasurer*, Boston; M. S. Starkweather, *Superintendent*, Boston; H. R. Harding, *Secretary*, Cambridge.

REPORT

OF THE

MIDDLESEX RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$550,000 00	
2. Capital stock authorized by votes of company,	400,000 00	
3. Capital stock paid in, as per books,		\$400,000 00
4. Capital stock paid in, amount actually realized,	400,000 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	26,075 61	
6. Capital stock issued (par value of shares, \$100),	400,000 00	
7. FUNDED DEBT, due 1884, 6 per cent. interest,	99,500 00	
8. Funded debt, due 1880, 6 per cent. interest,	60,000 00	
9. Funded debt, due 1876, 7½ per cent. interest,	66,500 00	
Funded debt, due 1885, 8 per cent. interest,	150,000 00	
10. Unfunded debt, incurred for construction, equip- ment or purchase,	153,158 37	
11. Total amount of debt,		529,158 37*
12. Am't of debt per mile of railway owned by Co.,	34,495 33	
15. Number of stockholders,	219	
Cost of Railway.		
Railways and Branches built by Company.		
1. Grading and paving,	\$406,182 91	
2. Track, including timber, rails, &c., and laying,		
3. Interest during construction, commissions, dis- counts, &c., allow'd to contract's and others,		
Construction not apportioned,	31,832 06	
Somerville extension,	9,957 73	
5. Total cost of construction,		\$447,972 70
6. Average per mile of single track built by com- pany, not including sidings, &c.,†	29,202 91	
7. Other Railways and Branches Purchased.		
Cliftondale, original cost \$95,500, purchased at,‡	13,158 19	
8. Total cost to this company of railways and branches purchased,		13,158 19
9. TOTAL COST to this company of all railways built and purchased,	461,130 89	
(Estimated cash cost,		
10. Average cost per mile of single track, not in- cluding sidings,	30,060 68	
Cost of Equipment.		
1. Number of horses, 312; cost,	\$46,800 00	
2. Number of cars, 63; cost,	63,050 17	
3. Number of other vehicles, omnibuses and sleighs, cost,	9,016 54	
4. Other articles of equipment,	18,039 44	

* \$529,158.37—sinking fund, \$86,989.80=\$442,168.57.

† Excluding the Cliftondale Railroad, which was not built by the Company, the average cost per mile is \$48,220.95.

‡ See report to Legislature, 1872.

5. Land owned by company needed in operating road,	\$93,342 35	
6. Buildings owned by company needed in operating road,	41,701 08	
7. <i>Total cost of equipment</i> ,		\$271,949 58
8. Average per mile of single track operated, not including sidings, &c.,	12,978 48	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		733,080 47
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		733,080 47
13. Amount of sinking funds in hands of trustees,	86,989 80	
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$9,010 26	
3. New cars and other vehicles,	2,312 00	
5. Buildings,	5,397 08	
Construction not apportioned,	19,086 67	
6. <i>Total</i> ,		\$35,806 01
7. Property sold during the year,	150 00	
8. Net addition to property account,	35,656 01	
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$241,057 55	
2. Received from other railways, as tolls or rent, [Lynn & Boston Railroad],	5,968 02	
3. Received for mails,	800 00	
4. Received for sales of manure,	2,015 41	
5. <i>Total earnings</i> ,		\$249,820 98
8. TOTAL INCOME to company,		249,820 98
9. Percentage of income to capital stock and debt,	26.886	
10. Percentage of income to total means expended in construction, equipment and purchase,	34.078	
Expenses for the Year.		
1. Repairs of road-bed and track,	\$5,242 26	
2. Repairs of cars and other vehicles, harness and horseshoeing,	20,820 93	
3. Repairs of buildings,	791 92	
4. Keeping good the stock of horses,	4,558 93	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent and their clerks,	80,831 42	
6. Provender,	48,733 05	
7. State taxes,	2,176 05	
8. Local taxes,	1,987 08	
12. Insurance,	1,728 84	
13. Damages for injuries to persons,	3,039 17	
14. General salaries and office expenses, and all other expenses, except interest, not included above,	25,405 49	
15. TOTAL EXPENSES OF OPERATING,		\$195,315 14
16. Per mile of single track operated, not including sidings, &c.,	9,321 14	
17. Percentage of expenses to income,	78.19	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,	\$54,505 84	
3. Percentage of net income to cap. st'k and debt,	5.866	
4. Percentage of net income to total means expended in const'n, equipment and purchase,	7.43	
5. Paid for interest,	25,128 25	
6. Paid in dividends, 6 per cent. for the year,	24,000 00	
7. Balance for the year, or surplus,	5,377 59	

8. Surplus at commencement of year,	\$46,839 14	
9. Total surplus,		\$52,216 73
10. Paid to sinking funds in hands of trustees,	4,000 00	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction,	\$419,341 10	
Real estate,	135,043 43	
Cars,	63,050 17	
Horses,	46,800 00	
Omnibuses and sleighs,	9,016 54	
General equipment,	18,039 44	
New construction,	31,832 06	
Material and provender on hand,	9,836 16	
Sundry accounts,	96,770 41	
Somerville extension,	9,957 73	
Sinking fund,	86,989 80	
Cash,	54,698 29	
		\$981,375 10
CR.		
Capital stock,	\$400,000 00	
Bonds, 1880,	60,000 00	
Bonds, 1884,	99,500 00	
Bonds, 1885,	150,000 00	
Notes payable (real estate),	66,500 00	
Notes payable,	148,648 22	
Sundry accounts,	4,510 15	
Income account,	52,216 73	
		\$981,375 10

Description of Railway.

1. Description of the several lines or routes operated by the company :—
- From line between Somerville and Charlestown (now Boston), on Main Street; thence on Main Street, City Square, Warren Bridge, Beverly Street, Haymarket Square, extension of Washington Street, to Cornhill; also, from said Haymarket Square, on Sudbury and Court Streets, to Scollay Square. From Haymarket Square, Charlestown Street over Charles River Bridge, City Square, Warren and Main Streets to Somerville line; also, from Washington Street, State and Devonshire Streets to Washington Street extension.
- From City Square, through Henley, Vine, and Bunker Hill Streets to station, and from said station through Bunker Hill, Vine and Chelsea Streets, to City Square; also, from Main Street at Sullivan Square to Somerville line; also, Cliftondale Railroad; also, an additional track on Charles River Bridge, through

Causeway Street to Haverhill Street, and from Haverhill Street through Causeway and Beverly Streets, to connect with main track near rear end of Fitchburg depot.	
2. Length of railway owned by company, exclusive of sidings,	15.340 miles.*
3. Length of railway laid with double track,	3.002 miles.
4. Aggregate length of switches, sidings, &c., . . . . .	.690 mile.
5. Total length of track, measured as single track,	16.030 miles.
6. Total length of track paved,	12 miles.
7. Weight of rail per yard, and description of rail,	{ Rolled iron 46 to 52 lbs. per yd. 2,600 feet crescent rail, 20 lbs. per yd.
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company,	
Malden & Melrose Railroad,	5.614 miles.
Medford & Charlestown R. R. (in part),	
Somerville Horse R. R. (in part),	
9. Total length of single track, not including sidings, &c., operated by this company,	20.954 miles.
Miles Run, &c.	
1. Total number of miles run during the year,	592,753
2. Average cost per mile run,	32.95 cents.
3. Total number of passengers carried in the cars,	4,440,971
4. Total number of round trips for the year,	103,699
5. Average number of passengers per round trip,	42.82
6. Rate of speed adopted, including stops,	6 miles per hour.
7. Number of persons regularly employed by Co.,	171
9. Rates of fare: Charlestown, 6 cents, tickets 5 cents; Winter Hill, 10 cents, tickets 7 cents; Malden, 15 cents, tickets 10 cents; Everett, 10 cents, tickets 8½ cents; Union Square, 8 cents, tickets 6½ cents.	

* Including Cliftondale R. R., 6.740 miles, only 1.5 miles of which now remain.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	—	—	—
Others,	—	—	—	1	—	1

Statement of each Accident.

No serious accident has occurred during the year, except on August 7, 1875; a boy about six years of age, playing in Bunker Hill Street, ran directly in front of the horses of a car, fell, and the wheels passed over his arm.

CHARLES E. POWERS,
JOHN GOLDTHWAIT,
NAHUM CHAPIN,
GEORGE O. CARPENTER,
S. P. LANGMAID,
CALEB RAND,
W. H. KENT,
GEO. W. PALMER,
Directors of the Middlesex Railroad Company.

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 6, 1875. Then personally appeared Charles E. Powers, Nahum Chapin, Geo. O. Carpenter, S. P. Langmaid, Caleb Rand, W. H. Kent, Geo. W. Palmer, and severally made oath that the foregoing statement by them subscribed is true to their best knowledge and belief.

JOSEPH M. PATTEN, *Justice of the Peace.*

Proper Address for the Company.

MIDDLESEX RAILROAD COMPANY, 27 TREMONT ROW, BOSTON, MASS.

Name and Residence of Officers.

Charles E. Powers, *President*, Boston; George W. Palmer, *Treasurer and Clerk*, Boston. *Directors*.—Charles E. Powers, John Goldthwait, George W. Palmer, George O. Carpenter, William H. Kent, Caleb Rand, Nahum Chapin, Samuel P. Langmaid,—all of Boston.

REPORT

OF THE

NAUMKEAG STREET RAILWAY COMPANY,*

FOR THE SEVEN MONTHS ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$70,000 00	
2. Cap. st'k authorized by agreement of associates,	-	-
3. Capital stock paid in, as per books,		\$70,000 00
4. Capital stock paid in, amount actually realized,	70,000 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	8,991 65	
6. Capital stock issued (par value of shares, \$100),	70,000 00	
7. FUNDED DEBT, due June, 1885, 6 per cent. interest [S. S. R.],	35,900 00	
8. Funded debt, due March, 1895, 6 per cent. interest [gold, N. S. R. Co.],	50,000 00	
10. Unfunded debt, incurred for construction, equipment or purchase,	30,699 84	
11. Total amount of debt,		116,599 84
12. Am't of debt per mile of railway owned by Co.,	14,977 50	
15. Number of stockholders,	19	
Cost of Railway.*		
Cost of Equipment.		
1. Number of horses, 52; cost,	\$5,655 00	
2. Number of cars, 32; cost,	20,400 00	
3. Number of other vehicles; cost,	3,250 00	
4. Other articles of equipment,	4,796 04	
5. Land owned by Co., needed in operating road,	1,200 00	
6. Buildings owned by Co., needed in operat'g road,	1,100 00	
7. Total cost of equipment,		\$36,401 04
8. Average per mile of single track operated, not including sidings, &c.,	4,675 79	
11. Other property owned by company not needed for operating road [25 horses],	5,000 00	
Lease of Salem Street Railway,	139,243 76	
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		180,645 00
Expenditures Charged to Property Account for the Seven Months.		
2. New horses [of Salem Street Railway],	\$5,655 00	
3. New cars and other vehicles,	959 86	
Cars, and other vehicles of Salem Street Rail'y,	16,586 18	
6. Total,		\$23,201 04
7. Property sold during the year [15 horses],	3,000 00	
8. Net addition to property account,	20,201 04	

* The Naumkeag Street Railway Co. owns no track. The company was organized to operate the Salem Street Railway Co., and it assumed the lease of this railway, held by J. P. Robinson, March 1, 1876.

Revenue for the Seven Months.		
1. Received from passengers on railways operated by this company, and for tickets sold, . . .	\$30,226 33	
4. Received for sales of manure,	802 84	
5. <i>Total earnings</i> ,		\$31,029 22
6. Income from other sources,	930 68	
8. <i>Total income to company</i> ,		31,959 90
9. Percentage of income to capital stock and debt [including floating debt, operating account],	17.127	
10. Percentage of income to total means expended in construction, equipment and purchase, .	17.692	
Expenses of Operating the Railway for Seven Months.		
1. Repairs of road-bed and track,	\$1,335 62	
2. Repairs of cars and other vehicles, harness and horseshoeing,	5,069 74	
3. Repairs of buildings,	611 86	
4. Keeping good the stock of horses,	2,386 50	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent and their clerks,	10,993 70	
6. Provender,	8,159 43	
8. Local taxes,	90 00	
9. Rent and tolls paid other companies for use of their roads [S. S. R., 7 months, at \$100 per year],	58 33	
12. Insurance,	529 00	
14. General salaries and office expenses, and all other expenses, except interest, not included above,	2,894 89	
15. <i>TOTAL EXPENSES OF OPERATING</i> ,		
16. Per mile of single track operated, not including sidings, &c.,	4,127 05	32,129 07
17. Percentage of expenses to income,	100.529	
Net Income, Dividends, &c.		
2. <i>Deficit of income below operating expenses</i> , per company's account,	\$169 17	
3. Percentage of net loss to cap. st'k and debt, . . . . .	.09	
4. Percentage of net income to total means expended in const'n, equipment and purchase, . . . . .	.093	
5. Paid for interest,	2,851 10	
7. Balance for the year, or deficit,	3,020 27	
9. <i>Total deficit</i> ,		\$3,020 27

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Cash,	\$874 03
N. E. Bank,	485 46
Lease account,	139,243 76
Horses,	10,655 00
Equipment,	28,446 04
Land,	1,200 00
Buildings,	1,100 00
Notes receivable,	681 86
Sundry accounts,	893 42
Profit and loss,	3,020 27
	<hr/>
	\$186,599 84

	CR.	
Capital stock,	.	\$70,000 00
Bonds S. S. R.,	.	35,900 00
Bonds N. S. R.,	.	50,000 00
Salem Street Railway,	.	22,241 18
William Mack,	.	1,492 05
Sundry accounts,	.	4,609 35
Coupons,	.	135 00
Notes payable,	.	1,800 00
Ticket account,	.	422 26
		<hr/> \$186,599 84

Description of Railway.		
1. Description of the several lines or routes owned by the company:— From railroad bridge, Bridge Street, to Elliot Street, Beverly, laid chiefly with 42-lb. cast-iron saddle-rails; to Peabody, through Webster, Pleasant, Essex and Boston Streets, with 71-lb. cast-iron corrugated, strap-rail, and 30-lb. and 40-lb. T-rail; North Salem track laid with 19-lb. O'Brien and 26-lb. T wrought-iron; South Salem, with same rail as Beverly track, and 2-inch by 1-inch strap-iron on 4x5 stringers; Essex Street branch, from Pleasant Street to Webb Street, cast-iron corrugated.		
2. Length of railway leased by company, exclusive of sidings,	6.897 miles.	
3. Length of railway laid with double track,	.888 mile.	
4. Aggregate length of switches, sidings, &c.,	.763 mile.	
5. Total length of track, measured as single track,		8.548 miles.
6. Total length of track paved,	4.960 miles.	
9. Total length of single track, not including sidings, &c., operated by this company,		7.785 miles.
[Track all belongs to Salem Street Railway.]		
Miles Run, &c.		
1. Total number of miles run during the 7 months,		190,868
2. Average cost per mile run,	16.83 cents.	
3. Total number of passengers carried in the cars,		507,809
4. Total number of round trips for the 7 months,		57,052
5. Average number of passengers per round trip,	8.9	
6. Rate of speed adopted, including stops,	{ 3.1 miles per hour on branches; 3.86 miles per hour on main road.	
7. Number of persons regularly employed by Co.,		41
9. Rates of fare: 10, 7, 6½, and 6 cents, main road; 5, 4 1-6, 4 cents on the branches.		

ABNER C. GOODELL, JR.,
J. P. ROBINSON,
C. T. JENKINS,
W. MACK,
B. W. RUSSELL,
HENRY WHEATLAND,
Directors of the Naumkeag Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. November 5, 1875. Then personally appeared Abner C. Goodell, Jr., J. P. Robinson, C. T. Jenkins, W. Mack, B. W. Russell, and Henry Wheatland, and severally made oath to the truth of the foregoing statement by them subscribed.

EZRA D. HINES, *Justice of the Peace.*

Proper Address for the Company.

NAUMKEAG STREET RAILWAY, SALEM, MASS.

Name and Residence of Officers.

Abner C. Goodell, Jr., *President*, Salem; Henry Wheatland, *Treasurer*, Salem. *Directors.*—Henry Wheatland, Abner C. Goodell, Jr., William Mack, Charles T. Jenkins, Salem; James P. Robinson, New York City, N. Y.; Benj. W. Russell, Richard P. Waters, Salem.

REPORT
OF THE
NEW BEDFORD & FAIRHAVEN STREET RAILWAY CO.,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$60,000 00	
2. Capital stock authorized by votes of company,	50,000 00	
3. Capital stock paid in, as per books,		\$50,000 00
4. Capital stock paid in, amount actually realized,	50,000 00	
5. Cap. st'k p'd in per mile of railw'y owned by Co.,	15,110 31	
6. Capital stock issued (par value of shares, \$100),	50,000 00	
11. Total amount of debt,		30,190 57
12. Am't of debt per mile of railway owned by Co.,	9,123 77	
15. Number of stockholders,	32	
Cost of Railway.		
Railways and Branches built by Company.		
1. Grading and paving,	\$50,128 79	
2. Track, including timber, rails, &c., and laying,		
3. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	377 56	
4. Engineering, agencies, salaries and other expenses during construction,	2,111 00	
5. Total cost of construction,		\$52,617 35
6. Average per mile of single track built by company, not including sidings, &c.,	15,901 27	
9. TOTAL COST to this company of all railways built and purchased,		52,617 35
10. Average cost per mile of single track, not including sidings,	15,901 27	
Cost of Equipment.		
1. Number of horses, 35; cost,	\$5,281 99	
2. Number of cars, 8; cost,	8,489 41	
3. Number of other vehicles, 3; cost,	730 00	
4. Other articles of equipment,	1,211 06	
5. Land owned by Co., needed in operating road [50 4-10 rods],	2,870 00	
6. Buildings owned by Co., needed in operat'g road,	9,866 33	
7. Total cost of equipment,		\$28,448 79
8. Average per mile of single track operated, not including sidings, &c.,	8,597 39	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		81,066 14
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		81,066 14
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$24 00	
2. New horses,	275 00	
3. New cars and other vehicles,	140 00	
4. Land,	325 44	
6. Total,		\$764 44
7. Property sold during the year,	118 50	
8. Net addition to property account,	645 94	

Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$22,642 63	
4. Received for sales of manure,	632 08	
5. <i>Total earnings</i> ,		\$23,274 71
8. TOTAL INCOME to company,		23,274 71
9. Percentage of income to capital stock and debt,	29.02	
10. Percentage of income to total means expended in construction,	28.71	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$684 56	
2. Repairs of cars and other vehicles, harness and horseshoeing [sundry other expenses],	2,741 66	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	9,384 30	
6. Provender,	5,951 03	
7. State taxes,	24 97	
8. Local taxes,	83 43	
12. Insurance,	195 37	
13. Damages for injuries to persons [and other damages paid],	179 86	
14. General salaries and office expenses, and all other expenses except interest not included above,	1,572 00	
15. TOTAL EXPENSES OF OPERATING,		\$20,817 18
16. Per mile of single track operated, not including sidings, &c.,	6,291 08	
17. Percentage of expenses to income,	89.4	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,	\$2,457 53	
3. Percentage of net income to cap. st'k and debt,	3.03	
4. Percentage of net income to total means expended in constr'n, equipment and purchase,	3.03	
5. Paid for interest,	1,683 31	
7. Balance for the year, or surplus,	774 22	
8. Surplus at commencement of year,	4,884 37	
9. <i>Total surplus</i> ,		\$5,658 59

General Balance Sheet at Closing of Accounts, September 30, 1875.		
DR.		
Construction,		\$52,617 35
Equipment,		15,712 46
Real estate,		12,736 33
Hay and grain,		581 70
Cash,		2,453 07
Sundry accounts,		1,748 25
		<hr/>
		\$85,849 16
CR.		
Capital stock,	\$50,000 00	
Loans and outstanding bills,	30,190 57	
Surplus,	5,658 59	
	<hr/>	\$85,849 16

Description of Railway.		
1. Description of the several lines or routes operated by the company :—		
Purchase Street Line to Steamboat Wharf, .	1.455 miles.	
William St. Line to Railroad Depot, Fairhaven, .	1.807 miles.	
Branch at New Bedford Railroad Depot, . . .	.047 mile.	
2. Length of railway owned by company, exclusive of sidings,		
	3.309 miles.	
4. Aggregate length of switches, sidings, &c.,		
	.51 mile.	
5. Total length of track, measured as single track,		
		3.819 miles.
6. Total length of track paved,		
	1.705 miles.	
7. Weight of rail per yard, and description of rail,		
	35 and 45 lbs.	
9. Total length of single track, not including sidings, &c., operated by this company,		
		3.309 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		
		85,074
2. Average cost per mile run,		
	24.4 cents.	
3. Total number of passengers carried in the cars,		
		384,868
4. Total number of round trips for the year,		
		26,436
5. Average number of passengers per round trip,		
	14.557	
6. Rate of speed adopted, including stops,		
	4 miles per hour.	
7. Number of persons regularly employed by Co. [including superintendent and clerk],		
	17	
9. Rates of fare,		
	{ Single tickets, 6 cents ; 20 tickets for \$1.	

AND'W G. PIERCE,
WESTON HOWLAND,
JAMES V. COX,
WARREN LADD,
WM. W. CRAPO,
THOMAS B. TRIPP,
SAM. P. BURT,
GEO. WILSON,

Directors of the New Bedford & Fairhaven Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, November 2, 1875. Then personally appeared Andrew G. Pierce, Weston Howland, James V. Cox, Warren Ladd, Wm. W. Crapo, Thomas B. Tripp, Sam'l P. Burt, and George Wilson, and severally made oath to the truth of the foregoing statement by them subscribed.

E. C. LEONARD, *Justice of the Peace.*

Proper Address for the Company.

NEW BEDFORD & FAIRHAVEN STREET RAILWAY COMPANY,
NEW BEDFORD, MASS.

Name and Residence of Officers.

Andrew G. Pierce, *President and Treasurer*, New Bedford; Samuel P. Burt, *Clerk of Corporation*, New Bedford; Charles A. Gray, *Superintendent*, New Bedford. *Directors*.—William W. Crapo, George Wilson, Warren Ladd, Thomas B. Tripp, New Bedford; Weston Howland, James V. Cox, Fairhaven.

REPORT
OF THE
NEWBURYPORT & AMESBURY HORSE RAILROAD CO.,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[Leased to E. T. Northend.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$120,000 00	
2. Capital stock authorized by votes of company,	60,000 00	
3. Capital stock paid in, as per books,		\$37,250 00
4. Capital stock paid in, am't actually realized,	37,250 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	5,881 89	
6. Capital stock issued (par value of shares, \$100),	37,250 00	
7. FUNDED DEBT, due 1879 or 1884 at option of company, at 7 per cent. interest,	24,000 00	
11. Total amount of debt,		24,000 00
12. Amount of debt per mile of railway owned by company,	3,789 67	
15. Number of stockholders,	41	
Cost of Railway.		
Railways and Branches built by Company.		
1. Grading and paving,	\$5,133 98	
2. Track, including timber, rails, &c., and laying,	51,533 63	
3. Interests during construction, commissions, discounts, &c., allowed to contract'rs and others,	502 84	
4. Engineering, agencies, salaries and other expenses during construction,	2,583 39	
5. Total cost of construction,		\$59,753 84
6. Average per mile of single track built by company, not including sidings, &c.,	9,435 30	
9. Total cost to this company of all railways built and purchased,		59,753 84
(Estimated cash cost,)		
10. Average cost per mile of single track, not including sidings,	9,435 30	
Cost of Equipment.		
1. Number of horses, 32; cost,	\$4,000 00	-
2. Number of cars, 7; cost,	6,310 00	-
3. Number of other vehicles, 5; cost,	1,200 00	-
4. Other articles of equipment,	1,250 00	-
7. Total cost of equipment	12,760 00	-
8. Average per mile of single track operated, not including sidings, &c.,	2,048 42	-
10. Land and buildings not used in operating road,	-	\$1,100 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,	12,760 00	60,853 84
Expenditures Charged to Property Account for the Year.		
8. Net addition to property account,*	-	14,000 00

* Unsettled account with the contractor, \$11,000, and other debts amounting to \$3,000, making a total of \$14,000, settled this year, and not before charged to property account.

Revenue for the Year.	Lessee's Ac- count.	Company's Ac- count.
1. Received from passengers on railways operated by this company, and for tickets sold, . . .	\$21,960 98	-
4. Received for sales of manure,	350 00	-
5. Total earnings,	22,310 98	-
6. Income from other sources,	125 00	-
7. TOTAL INCOME to lessee,	22,435 98	-
8. TOTAL INCOME to company,	-	\$1,200 00
9. Percentage of income to capital stock and debt,	-	1.95
10. Percentage of income to total means expended in construction, equipment and purchase,	-	1.97
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$425 00	-
2. Repairs of cars and other vehicles, harness and horseshoeing,	1,075 00	-
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	5,791 30	-
6. Provender,	3,575 25	-
7. State taxes,	-	\$44 93
12. Insurance,	180 00	-
14. General salaries, office expenses, and all other expenses except interest not included above,	1,050 00	409 00
15. TOTAL EXPENSES OF OPERATING,	12,096 55	453 93
16. Per mile of single track operated, not including sidings, &c.,	1,910 08	-
17. Percentage of expenses to income,	55.08	-
Net Income, Dividends, &c.		
1. Total net income above operating expenses, per lessees' account,	\$10,214 43	-
2. Total net income above expenses, per company's account,	-	\$746 07
3. Percentage of net income to capital stock and debt,	-	1.218
4. Percentage of net income to total means expended in construct'n, equip't and purchase of land,	-	1.226
5. Paid for interest,	-	675 54
7. Balance for the year, or surplus,	-	70 53
8. Surplus at commencement of year,	-	383 60
9. Total surplus,	-	454 13

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction account,		\$59,753 84
Real estate,		1,100 00
Cash,		850 29
		<hr/>
		\$61,704 13
CR.		
Capital stock,	\$37,250 00	
Bonds,	24,000 00	
Surplus,	454 13	
	<hr/>	\$61,704 13

Description of Railway.		
1. Description of the several lines or routes operated by the company : Road extends from Marlborough Street in Newburyport, through Newburyport, Salisbury, and Amesbury, to Market Square in Salisbury. Leased to E. T. Northend, July 12, 1873.		
2. Length of railway owned by company, exclusive of sidings,	6.125 miles.	
3. Length of railway laid with double track, . . . . .	.208 mile.	
4. Aggregate length of switches, sidings, &c., . . . . .	.38 mile.	
5. Total length of track, measured as single track,		6.371 miles.
7. Weight of rail per yard, and description of rail,	30 lbs., T rail.	
9. Total length of single track, not including sidings, &c., operated by this company,		6.333 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		74,150
2. Average cost per mile run,	16.43 cents.	
3. Total number of passengers carried in the cars,		292,813
4. Total number of round trips for the year,		7,350
5. Average number of passengers per round trip,	39.83	
6. Rate of speed adopted, including stops,	5 miles per hour.	
8. Number of persons regularly employed by lessee,	10	
9. Rates of fare,	6, 10 and 15 cents.	

B. F. ATKINSON, *Mayor*,
W. C. BINNEY,
S. LEVY,
PAUL G. LUNT,
HENRY KINGSBURY,
NATHANIEL PIERCE,
M. H. FOWLER,

Directors of the Newburyport & Amesbury Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. November 3, 1875. Then personally appeared B. F. Atkinson, *Mayor*, W. C. Binney, S. Levy, Paul G. Lunt, Henry Kingsbury, Nathaniel Pierce, and M. H. Fowler, and severally made oath to the truth of the foregoing statement by them subscribed.

GEORGE H. STEVENS, *Justice of the Peace.*

Proper Address for the Company.

NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY,
NEWBURYPORT, MASS.

Name and Residence of Officers.

Wm. C. Binney, *Treasurer*, Amesbury; George H. Stevens, *Clerk*, Newburyport. *Directors*.—Benj. F. Atkinson, *Mayor*, Elbridge G. Kelley, Nathaniel Pierce, Sampson Levy, Paul G. Lunt, Joseph B. Morse, Moses H. Fowler,—all of Newburyport; Henry Kingsbury, Salisbury; Wm. C. Binney, Amesbury.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$300,000 00	
2. Capital stock authorized by votes of company,	50,000 00	
3. Capital stock paid in, as per books,		\$50,000 00
5. Cap.st'k p'd in per mile of railway owned by Co.,	15,625 00	
10. Unfunded debt, incurred for construction, equip- ment or purchase,	8,240 47	
11. <i>Total amount of debt,</i>		8,240 47
12. Am't of debt per mile of railway owned by Co.,	2,575 15	
15. Number of stockholders,	22	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction,		\$46,150 00
6. Average per mile of single track built by com- pany, not including sidings, &c.,	\$14,421 87	
9. TOTAL COST to this company of all railways built and purchased, (<i>Estimated cash cost,</i>)		46,150 00
10. Average cost per mile of single track, not includ- ing sidings,	14,421 87	
Cost of Equipment.		
1. Number of horses, 13; cost,	\$1,625 00	
2. Number of cars, 2; cost,	1,800 00	
3. Number of other vehicles, 2 [sleighs]; cost,	400 00	
4. Other articles of equipment,	150 00	
7. <i>Total cost of equipment,</i>		\$3,975 00
8. Average per mile of single track <i>operated</i> , not including sidings, &c.,	1,242 19	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		50,125 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		50,125 00
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$6,045 57	
3. Received for express,	206 04	
4. Received for sales of manure,	50 00	
5. <i>Total earnings,</i>		\$6,301 61
8. TOTAL INCOME to company,		6,301 61
9. Percentage of income to capital stock and debt,	10.82	
10. Percentage of income to total means expended in construction, equipment and purchase,	12.57	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$323 33	
2. Repairs of cars and other vehicles, harness, and horseshoeing,	402 24	

3. Repairs of buildings [rent],	\$300 00	
4. Actual cost of keeping good the stock of horses,	68 00	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	1,990 99	
6. Provender,	1,253 63	
7. State taxes,	38 77	
14. General salaries, office expenses, and all other expenses except interest not included above,	2,410 03	
15. TOTAL EXPENSES OF OPERATING,		\$6,786 99
16. Per mile of single track operated, not including sidings, &c.	2,120 93	
17. Percentage of expenses to income,	107.70	
Net Income, Dividends, &c.		
2. Total net deficit of income below operating expenses,	\$485 38	
3. Percentage of net loss to cap. st'k and debt, . . . . .	.83	
4. Percentage of net income to total means expended in constr'n, equipment and purchase, . . . . .	.97	
7. Balance for the year, or deficit,	485 38	
8. Deficit at commencement of year,	7,183 15	
9. Total deficit,		\$7,668 53

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction and equipments,		\$50,125 00
Cash on hand,		411 92
Deficit,		7,668 53
		<hr/>
		\$58,205 45
CR.		
Capital stock,	\$50,000 00	
Bills payable,	8,205 45	
	<hr/>	\$58,205 45

Description of Railway.		
1. Description of the several lines or routes operated by the company :— Tram rail, from Northampton to Florence.		
2. Length of railway owned by company, exclusive of sidings,	3.2 miles.	
5. Total length of track, measured as single track,		3.2 miles.
6. Total length of track paved, . . . . .	.038 mile.	
7. Weight of rail per yard, and description of rail,	33 lbs., tram.	
9. Total length of single track, not including sidings, &c., operated by this company,		3.2 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		25,202.4
2. Average cost per mile run,	26.93 cents.	
3. Total number of passengers carried in the cars,		67,008
4. Total number of round trips for the year,		3,941
5. Average number of passengers per round trip,	17	
6. Rate of speed adopted, including stops,	5½ miles per hour.	
7. Number of persons regularly employed by Co.,	4	
9. Rates of fare,	6 and 12 cents.	

OSCAR EDWARDS,
EMERY B. WELLS,
M. H. SPAULDING,

Directors of the Northampton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. October 30, 1875. Then personally appeared the above-named Oscar Edwards, Emery B. Wells, and M. H. Spaulding, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY R. HINCKLEY, *Justice of the Peace.*

Proper Address for the Company.

NORTHAMPTON STREET RAILWAY.

Name and Residence of Officers.

Oscar Edwards, *President*; E. B. Wells, *Treasurer*; M. H. Spaulding, *Secretary*; W. B. Hale, J. L. Warriner,—all of Northampton.

REPORT

OF THE

NORTH WOBURN STREET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter, . . .	\$50,000 00	
2. Capital stock authorized by votes of company, . . .	25,000 00	
3. Capital stock paid in, as per books, . . .		\$21,000 00
5. Cap. st'k p'd in per mile of rail'y owned by Co., . . .	7,806 69	
6. Capital stock issued (par value of shares, \$100) . . .	—	—
7. FUNDED DEBT, due town, 7 per cent. interest, . . .	8,000 00	
10. Unfunded debt incurred for construction, equip- ment or purchase,	800 00	
11. Total amount of debt,		8,800 00
12. Amount of debt per mile of railway owned by company,	3,271 37	
15. Number of stockholders,	43	
Cost of Railway.		
Railways and Branches built by Company.		
3. Interests during construction, commissions, dis- counts, &c., allowed to contractors and others, . . .	\$560 10	
5. Total cost of construction [built by contract; cannot specify],	26,310 00	
6. Average per mile of single track built by com- pany, not including sidings, &c.,	9,780 67	
9. TOTAL COST to this company of all railways built and purchased,	26,310 00	
(Estimated cash cost,)		
10. Average cost per mile of single track, not in- cluding sidings,	9,780 67	
Cost of Equipment.		
1. Number of horses, 8; cost,	\$1,500 00	
2. Number of cars, 3; cost,	2,450 00	
3. No. of other vehicles [omnibus sleigh]; cost, . . .	125 00	
4. Other articles of equipment [harnesses and tools],	237 37	
5. Land owned by Co., needed in operating road, . . .	200 00	
6. Buildings owned by Co., needed in operat'g road, . .	1,800 00	
7. Total cost of equipment,		\$6,312 37
8. Average per mile of single track operated, not including sidings, &c.,	2,346 61	
9. TOTAL COST OF RAILWAY AND EQUIPMENT, . . .		32,622 37
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .		32,622 37
Expenditures Charged to Property Account for the Year.		
[None.]		
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$4,443 65	

3. Received for mails,	\$126 00	
4. Received for sales of manure,	90 00	
5. <i>Total earnings</i> ,		\$4,659 65
8. TOTAL INCOME to company,		4,659 65
9. Percentage of income to capital stock and debt,	15.63	
10. Percentage of income to total means expended in construction, equipment and purchase,	14.30	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$227 52	
2. Repairs of cars and other vehicles, harness and horseshoeing,	271 80	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	1,831 85	
6. Provender,	1,330 14	
7. State taxes,	11 01	
8. Local taxes,	34 00	
14. General salaries, office expenses and all other expenses except interest not included above,	457 22	
15. TOTAL EXPENSES OF OPERATING ,		\$4,163 54
16. Per mile of single track operated, not including sidings, &c.,	1,547 78	
17. Percentage of expenses to income,	89.40	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,	\$496 11	
3. Percentage of net income to cap. st'k and debt,	1.66	
4. Percentage of net income to total means expended in const'n, equipment and purchase,	1.51	
5. Paid for interest,	617 41	
7. Balance for the year, or deficit,	121 30	
8. Surplus at commencement of year,*	3,166 08	
9. <i>Total surplus</i> ,		\$3,044 78

* Surplus of last year was incorrectly returned.—[Com.]

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction account,	\$26,310 00
Real estate,	2,000 00
Equipment,	4,312 37
Provender,	50 00
Cash on hand,	182 41
	\$32,854 78
CR.	
Capital stock,	\$21,000 00
Bills payable,	8,800 00
Tickets outstanding,	10 00
Surplus,	3,044 78
	\$32,854 78

Description of Railway.

1. Description of the several lines or routes operated by the company:—
Street road, from Boston & Lowell R. R. depot, Woburn Centre, to car-house and stable, North Woburn.

2. Length of railway owned by company, exclusive of sidings,	2.69 miles.	
4. Aggregate length of switches, sidings, &c., . . . . .	.05 mile.	
5. Total length of track, measured as single track,		2.74 miles.
6. Total length of track paved, . . . . .	.418 mile.	
7. Weight of rail per yard, and description of rail,	41 lbs., wrought T rail	
9. Total length of single track, not including sidings, &c., operated by this company,		2.69 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		16,726
2. Average cost per mile run,	27.8 cents.	
3. Total number of passengers carried in the cars,		50,157½
4. Total number of round trips for the year,		3,109
5. Average number of passengers per round trip,	16.1	
6. Rate of speed adopted, including stops,	6½ miles an hour.	
7. Number of persons regularly employed by Co.,	3	
9. Rates of fare,	{ 10 cents, 10 tickets for \$1; half-way, 6 cents; 20 tickets for \$1.	

E. E. THOMPSON, *Pres.*,
DEXTER CARTER,
CHARLES NICHOLS,
CHARLES BOND,
HENRY THOMPSON,
DAVID D. HART,
A. G. CARTER,

Directors of the North Woburn Street Railway Company..

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. WOBURN, November 20, 1875. Then personally appeared Dexter Carter, Charles Nichols, Charles Bond, Henry Thompson, David D. Hart, and A. G. Carter, and severally made oath to the truth of the foregoing statement by them subscribed.

EDW. E. THOMPSON, *Justice of the Peace.*

Proper Address for the Company.

NORTH WOBURN STREET RAILWAY COMPANY, NORTH WOBURN, MASS.

Name and Residence of Officers.

E. E. Thompson, *President*, Woburn Centre; Dexter Carter, *Treasurer*, North Woburn; John E. Russell, *Clerk*, North Woburn. *Directors.*—Charles Nichols, Charles Bond, Henry Thompson, North Woburn; D. D. Hart, Alfred G. Carter, Woburn Centre.

REPORT
OF THE
SALEM STREET RAILWAY COMPANY,

FOR FIVE MONTHS ENDING FEBRUARY 28, 1875.

[Leased to and operated by James P. Robinson, till March 1, 1875, when the Naumkeag Street Railway Company assumed the lease.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter, . . .	\$150,000 00	
3. Capital stock paid in as per books, . . .		\$150,000 00
4. Capital stock paid in, amount actually realized, . . .	150,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co., . . .	19,267 82	
6. Capital stock issued (par value of shares \$100), . . .	150,000 00	
7. FUNDED DEBT, due 1885, 6 per cent. interest, . . .	35,900 00	
10. Unfunded debt incurred for construction, equip- ment or purchase,	1,800 00	
11. Total amount of debt,	37,700 00	
12. Am't of debt per mile of railway owned by Co., . . .	4,842 65	
15. Number of stockholders,	64	
Cost of Railway.		
Railways and Branches built by Company.		
5. Total cost of construction [estimated, items unknown],		\$179,569 52
6. Average per mile of single track built by com- pany, not including sidings, &c.,	\$23,066 09	
9. Total cost to this company of all railways built and purchased, (Estimated cash cost, \$)		179,569 52
10. Average cost per mile of single track, not in- cluding sidings,	23,066 09	
Cost of Equipment.		
1. No. of horses, 40 [lessee, 52], cost,	Lessee's Ac- counts.	Company's Ac- counts.
2. Number of cars, 32; cost,	-	-
7. Total cost of equipment,	-	\$24,000 00
8. Average per mile of single track operated, not including sidings, &c.,	-	3,082 85
9. TOTAL COST OF RAILWAY AND EQUIPMENT,	-	203,569 52
10. Land and buildings not used in operating road, . . .	\$3,628 00	3,628 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	3,628 00	207,197 52
Expenditures Charged to Property Account for the Five Months.		
2. New horses,	\$584 00	-
3. New cars and other vehicles,	1,909 13	-
5. Buildings,	113 80	-
6. Total,	2,606 93	-
8. Net addition to property account,	2,606 93	-

Revenue for the Five Months.	Lessee's Ac- counts.	Company's Ac- counts.
1. Received from passengers on railways operated by this company,	\$19,624 72	-
2. Received from J. P. Robinson, lessee, From Naumkeag Street Railway,	-	\$41 67
4. Received for sales of manure,	599 39	58 33
5. Total earnings,	20,224 11	-
6. Income from other sources,	170 95	-
7. TOTAL INCOME to lessee,	20,395 06	-
8. TOTAL INCOME to company,	-	100 00
Expenses of Operating the Railway for Five Months.		
1. Repairs of road-bed and track,	\$772 83	-
2. Repairs of cars and other vehicles, harness, and horseshoeing,	1,772 38	-
3. Repairs of buildings,	138 95	-
4. Actual cost of keeping good the stock of horses,	647 00	-
5. Wages and salaries of all persons employed, excepting president, treasurer and superin- tendent, and their clerks,	9,932 27	-
6. Provender,	4,573 55	-
8. Local taxes,	11 08	-
9. Rent and tolls paid other companies for use of their roads [Salem St. Railway for 5 mos.], .	41 67	-
Printing,	-	\$3 00
12. Insurance,	600 50	-
13. Damages for injuries to persons,	20 00	-
14. General salaries, office expenses, and all other expenses, except interest, not included above,	1,890 05	-
15. TOTAL EXPENSES OF OPERATING,	20,400 28	3 00
16. Per mile of single track operated, not includ- ing sidings, &c.,	2,957 85	-
Net Income, Dividends, &c.		
1. Total net income above operating expenses, per les- see's account (deficit),	\$5 22	-
2. Total net income above operating expenses, per com- pany's account,	-	\$97 00
5. Paid for interest (by lessee),	2,283 43	-
7. Deficit for the year per lessee's account,	2,283 65	-
Balance for the year, or surplus, per Co.'s books,	-	97 00
8. Surplus at commencement of year, per com- pany's books,	-	2,003 49
9. Total deficit per lessee's account,	87,566 39	-
Total surplus, per company's books,	-	2,100 49

General Balance Sheet at Closing of Accounts, February 28, 1875.
J. P. ROBINSON, LESSEE.

DR.	
Profit and loss,	\$87,566 39
Rolling stock,	8,440 04
Buildings,	1,037 58
Equipment,	2,018 22
Notes receivable,	719 82
Interest,	2,283 43
Horse account,	9,293 66
Sundry accounts,	1,341 14
Cash,	17 09
	\$112,717 37

CR.	
Bonds,	\$35,900 00
J. P. Robinson,	30,564 26
Coupons,	399 00
Wm. Mack,	6,819 05
Ticket account,	189 24
Goodell & Mack,	6,600 00
Creditors' account,	1,546 17
Notes payable,	8,900 50
Zina Goodell,	598 21
J. H. Lovett,	120 03
A. C. Goodell, Jr.,	21,080 91
	<hr/>
	\$112,717 37

[All debts and liabilities assumed by Naumkeag Street Railway Company, March 1, 1875.]

SALEM STREET RAILWAY.—TRIAL BALANCE.

DR.	
Real estate,	\$3,628 00
Construction account,	203,569 52
A. P. Robinson,	1,145 50
W. R. L. Ward,	182 74
Cash,	274 73
	<hr/>
	\$208,800 49

CR.	
Capital stock,	\$150,000 00
Bonds,	35,900 00
Notes payable,	1,800 00
Profit and loss,	21,100 49
	<hr/>
	\$208,800 49

Description of Railway.	
1. Description of the several lines or routes operated by the company:— Same description as Naumkeag Company.	
2. Length of railway owned by company, exclusive of sidings,	6.897 miles.
3. Length of railway laid with double track, . . . . .	.888 mile.
4. Aggregate length of switches, sidings, &c., . . . . .	.763 mile.
5. Total length of track, measured as single track,	8.548 miles.
6. Total length of track paved,	4.96 miles.
9. Total length of single track, not including sidings, &c., operated by this company,	7.785 miles.
Miles Run, &c.	
1. Total number of miles run during the five mos.,	139,113
2. Average cost per mile run,	14.6 cents.
3. Total number of passengers carried in the cars,	342,295
4. Total number of round trips for the five mos.,	39,092
5. Average number of passengers per round trip,	8.75
6. Rate of speed adopted, including stops,	{ 4.44 miles p'r h'r on main road; 4.10 miles p'r h'r on branches.

8. Number of persons regularly employed by lessee,	41
9. Rates of fare,—7 cts., 6½ cts., 6 cts. on main road ; 5 cts., 4 1-6 cts., 4 cts. on branches.	

B. W. RUSSELL,
SAML. P. ANDREWS,
HENRY WHEATLAND,
Directors of the Salem Street Railway.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, November 8, 1875. Then personally appeared Benj. W. Russell, Samuel P. Andrews, and Henry Wheatland, and severally made oath to the truth of the foregoing statement by them subscribed.

ABNER C. GOODELL, JR., *Justice of the Peace.*

Proper Address for the Company.

SALEM STREET RAILWAY, SALEM, MASS.

Name and Residence of Officers.

William Mack, *Treasurer*, Salem, Mass. *Directors.*—S. P. Andrews, Henry Wheatland, Benj. W. Russell, Asa P. Robinson. James P. Robinson, *Lessee*, Duncan, Sherman & Co.'s building, corner of Nassau and Pine Streets, New York City.

REPORT
OF THE
SOMERVILLE HORSE RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Operated in part by the Middlesex R. R. Co., and in part by the Union Railway Co.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	98,000 00	
3. Capital stock paid in as per books,		\$98,000 00
4. Capital stock paid in, amount actually realized,	98,000 00	
6. Capital stock issued (par value of shares, \$50),	98,000 00	
15. Number of stockholders,	42	
Cost of Railway.		
Railways and Branches built by Company.		
5. Total cost of construction,		\$98,000 00
6. Average per mile of single track built by company, not including sidings, &c.,	\$26,112 44	
9. Total cost to this company of all railways built and purchased,		98,000 00
(Estimated cash cost, \$)		
10. Average cost per mile of single track, not including sidings,	26,112 44	
Cost of Equipment.		
[None.]		
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		\$98,000 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		98,000 00
Revenue for the Year.		
8. TOTAL INCOME to company [rent],		\$5,880 00
9. Percentage of income to capital stock and debt,	6	
10. Percentage of income to total means expended in construction, equipment and purchase,	6	
Expenses of Operating the Railway for the Year.		
[Included in Returns of Middlesex and Union Cos.]		
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,		\$5,880 00
3. Percentage of net income to cap. st'k and debt,	6	
6. Paid in dividends, 6 per cent. for the year,	\$5,880 00	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$98,000 00
CR.	
Capital stock,	\$98,000 00

Description of Railway.	
1. Description of the several lines or routes operated by the company:— From Charlestown (now Boston) line, on Washington Street, to Union Square, operated by Middlesex R. R. Co. From Cambridge line, on Milk Street, to Union Square, thence on Milk and Elm Streets to Willow Street, Somerville, operated by Union Railway Co.	
2. Length of railway owned by company, exclusive of sidings,	3.753 miles.
3. Length of railway laid with double track,	None.
4. Aggregate length of switches, sidings, &c.,	.274 mile.
5. Total length of track, measured as single track,	4.027 miles.
6. Total length of track paved,	3.303 miles.
7. Weight of rail per yard, and description of rail,	{ .568 mile T rail, 28 lbs. per yd.; balance st. rail, 48 lbs. per yd., all rolled.
Miles Run, &c. [Included in reports of Middlesex R. R. Co., and Union Railway Co.]	

CHARLES E. POWERS,
R. E. DEMMON,
S. E. SEWALL,
Directors of the Somerville Horse Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Charles E. Powers and Reuben E. Demmon, and severally made oath to the truth of the foregoing statement by them subscribed.

THOMAS E. BARRY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 3, 1875. Then personally appeared Samuel E. Sewall and made oath to the truth of the foregoing statement by him subscribed.

GEO. A. DARY, *Justice of the Peace.*

Proper Address for the Company.

SOMERVILLE HORSE RAILROAD COMPANY, 27 TREMONT ROW, BOSTON.

Name and Residence of Officers.

Samuel E. Sewall, *President*; George W. Palmer, *Treasurer and Clerk. Directors.*—Samuel E. Sewall, Melrose; Charles E. Powers, Reuben E. Demmon, Boston; George O. Brastow, Clark Bennett, Somerville.

REPORT
OF THE
SOUTH BOSTON RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter, . . .	\$600,000 00	
2. Capital stock authorized by votes of company, . . .	450,000 00	
3. Capital stock paid in as per books, . . .		\$450,000 00
4. Capital stock paid in, amount actually realized, . . .	450,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co., . . .	45,778 23	
6. Capital stock issued (par value of shares, \$50), . . .	-	-
10. Unfunded debt incurred for construction and equipment,	96,267 99	
11. Total amount of debt,		96,267 99
12. Am't of debt per mile of railway owned by Co., . . .	9,793 28	
15. Number of stockholders,	142	
Cost of Railway.		
Railways and Branches built by Company.		
1. Grading and paving,	} \$182,690 80	
2. Track, including timber, rails, &c., and laying, . . .		
3. Interests during construction, commissions, discounts, &c., allowed to contractors and others, . . .		
4. Engineering, agencies, salaries, and other expenses during construction,		40,177 09
5. Total cost of construction,		222,867 89
6. Average per mile of single track built by company, not including sidings, &c.,	22,672 22	
Cost of Equipment.		
1. Number of horses, 350 ; cost,	\$45,695 00	
2. Number of cars, 62 ; cost,	51,660 90	
3. Number of other vehicles, . . . ; cost,	8,965 00	
4. Other articles of equipment,	43,499 83	
5. Land owned by Co., needed in operating road, . . .	} 173,579 37	
6. Buildings owned by Co., needed in operat'g road, . . .		
7. Total cost of equipment,		\$323,400 10
8. Average per mile of single track operated, not including sidings, &c.,	32,899 29	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		546,267 99
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		546,267 99
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$42,331 47	
3. New cars and other vehicles,	1,300 00	
Other articles of equipment,	984 17	
4. Land,	} 51,652 35	
5. Buildings,		
6. Total,		\$96,267 99
8. Net addition to property account,	96,267 99	

Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold, . . .	\$304,845 85	
4. Received for sales of manure,	1,107 25	
5. <i>Total earnings</i> ,		\$305,953 10
6. Income from other sources,	582 19	
8. TOTAL INCOME to company,		306,535 29
9. Percentage of income to capital stock and debt,	56.11	
10. Percentage of income to total means expended in construction, equipment and purchase,	56.11	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$8,450 28	
2. Repairs of cars and other vehicles, harness, and horseshoeing,	11,287 22	
3. Repairs of buildings,	1,606 41	
4. Actual cost of keeping good the stock of horses,	19,589 25	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	138,590 03	
6. Provender,	48,744 97	
7. State taxes,	7,264 88	
8. Local taxes,	1,846 44	
9. Rent and tolls paid other companies for use of their roads [all to Metropolitan R. R.],	6,097 29	
12. Insurance,	3,139 59	
13. Damages for injuries to persons,	666 00	
14. General salaries, office expenses, and all other expenses, except interest, not included above,	23,276 41	
15. TOTAL EXPENSES OF OPERATING,		\$270,558 77
16. Per mile of single track operated, not including sidings, &c.,	27,523 78	
17. Percentage of expenses to income,	88.26	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,	\$35,976 52	
3. Percentage of net income to cap. st'k and debt,	6.58	
4. Percentage of net income to total means expended in construction and equipment,	6.58	
5. Paid for interest,	2,567 24	
6. Paid in dividends, 7½ per cent. for the year,	33,750 00	
7. Balance for the year, or deficit,	340 72	
8. Surplus at commencement of year,	14,157 92	
9. <i>Total surplus</i> ,		\$13,817 20

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Real estate,	\$173,579 37
Equipment,	149,820 73
Construction,	222,867 89
Cash,	13,817 20
	<hr/>
	\$560,085 19
CR.	
Capital stock,	\$450,000 00
Bills payable,	96,267 99
Profit and loss,	13,817 20
	<hr/>
	\$560,085 19

Description of Railway.	
1. Description of the several lines or routes operated by the company,— From station, Broadway, between K and L sts., via Old Colony and Albany depots and Tremont Street to Cornhill; return via Washington Street and depots; also from station via depots and Kingston, Summer and Washington streets to Milk Street and post-office; return via Hawley and Summer Streets and depots. From City Point via Fourth Street, Broadway, depots and Tremont St. to Cornhill; return via Washington St. and depots. Bay View line from City Point via Sixth and Eighth streets, depots and Tremont Street to Cornhill; return via Washington Street and depots. From Dorchester Street via Broadway, depots and Tremont Street to Cornhill; return via Washington Street and depots.	
2. Length of railway owned by company, exclusive of sidings,	9.830 m
3. Length of railway laid with double track,	2.950 m
4. Aggregate length of switches, sidings, &c., . . . . .	.530 m
5. Total length of track, measured as single track,	
6. Total length of track paved,	All pav
7. Weight of rail per yard, and description of rail,	Wrougl
9. Total length of single track, not including sidings, &c., operated by this company,	
Miles Run, &c.	
1. Total number of miles run during the year,	
2. Average cost per mile run,	32.5 cen
3. Total number of passengers carried in the cars,	
4. Total number of round trips for the year,	
5. Average number of passengers per round trip,	42 near
6. Rate of speed adopted, including stops,	5 miles
7. Number of persons regularly employed by Co.,	215
9. Rates of fare,	{ 6 cents for \$1

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISDUCT OR CARELESSNESS.	
	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	3
Employés,	—	—	—	—
Others,	—	—	—	1

Statement of each Accident.

December 7, 1874.—A man under the influence of intoxicating
ing to get on a car while in motion, fell and cut his face.
April 20, 1875.—A woman, leaving a car in motion, fell and

May 25.—A child ran out to car in South Street in the evening, fell under the wheel, receiving a bad flesh wound, without permanent injury.

July 29.—A woman, leaving a car in motion, fell backwards and was somewhat hurt.

J. C. GIPSON,
D. L. BRADFORD,
JULIUS ADAMS,
HIRAM EMERY,
BENJ. DEAN,

Directors of the South Boston Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 4, 1875. Then personally appeared J. C. Gipson, D. L. Bradford, Julius Adams, Hiram Emery, and Benj. Dean, a majority of the directors of The South Boston Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

H. P. HANSON, *Justice of the Peace.*

Proper Address for the Company.

THE SOUTH BOSTON RAILROAD COMPANY, 715 BROADWAY, BOSTON.

Name and Residence of Officers.

J. C. Gipson, *President*, Newton; Robert Johnson, *Superintendent*, Boston; H. P. Hanson, *Clerk and Treasurer*, Boston. *Directors.*—Julius Adams, E. H. Baker, D. L. Bradford, Benjamin Dean, Hiram Emery, S. E. Westcott,—all of Boston.

REPORT
OF THE
SPRINGFIELD STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts		
1. CAPITAL STOCK authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	50,000 00	
3. Capital stock paid in as per books,		\$50,000 00
4. Capital stock paid in, amount actually realized,	50,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co.,	11,441 65	
6. Capital stock issued (par value of shares, \$100),	50,000 00	
10. Unfunded debt, incurred for construction, equip- ment or purchase,	26,882 83	
11. Total amount of debt [less cash assets],		26,365 16
12. Am't of debt per mile of railway owned by Co.	6,033 22	
15. Number of stockholders,	33	
Cost of Railway.		
Railways and Branches built by Company.		
5. Total cost of construction [no separate acc't],		\$62,155 71
6. Average per mile of single track built by com- pany, not including sidings, &c.,	14,223 27	
9. TOTAL COST to this company of all railways built and purchased, (Estimated cash cost,)		62,155 71
10. Average cost per mile of single track, not includ- ing sidings,	14,223 27	
Cost of Equipment.		
1. Number of horses, 38; cost,	\$4,988 79	
2. Number of cars, 9; cost,	6,993 40	
3. Number of other vehicles, 5; cost,	895 85	
4. Other articles of equipment,	683 97	
5. Land owned by Co., needed in operating road, }	15,194 38	
6. Buildings owned by Co., needed in operat'g road, }		
7. Total cost of equipment,		\$28,756 39
8. Average per mile of single track operated, not including sidings, &c.,	6,580 40	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		90,912 10
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		90,912 10
Expenditures Charged to Property Account for the Year.		
1. Extension of tracks,	\$4,639 97	
2. New horses,	604 15	
3. New cars and other vehicles,	151 86	
6. Total,		\$5,395 98
7. Property sold during the year,	43 53	
8. Net addition to property account,	5,352 45	
Revenue for the Year.		
1. Received from passengers on railways oper'd by this company, and for tickets sold,	\$25,827 30	

4. Received for sales of manure,	\$462 71	
5. <i>Total earnings</i> ,		\$26,290 01
6. Income from other sources,	632 00	
8. TOTAL INCOME to company,		26,922 01
9. Percentage of income to capital stock and debt,	35.25	
10. Percentage of income to total means expended in construction, equipment and purchase, .	29.61	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track, \$2,672.31; suow expense, \$698.57,	\$3,370 88	
2. Repairs of cars and other vehicles, harness and horseshoeing,	2,212 20	
3. Repairs of buildings,	333 97	
4. Actual cost of keeping good the stock of horses,*	1,393 14	
5. Wages and salaries of all persons employed, ex- cepting president, treasurer and superintend- ent, and their clerks,	10,068 20	
6. Provender, \$5,481.82; straw, \$444.70,	5,926 52	
7. State taxes,	350 85	
8. Local taxes,	222 23	
12. Insurance,	199 37	
14. General salaries and office expenses and all other expenses except interest not included above,	2,052 73	
15. TOTAL EXPENSES OF OPERATING,		\$26,130 09
16. Per mile of single track operated, not including sidings, &c.,	5,979 42	
17. Percentage of expenses to income,	97.05	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> per com- pany's account,	\$791 92	
3. Percentage of net income to cap. st'k and debt,	1.03	
4. Percent. of net income to total means expended in construction, equipment and purchase, .	.87	
5. Paid for interest,	791 92	
8. Surplus at commencement of year, \$19,996 30 Less am't ch'ged to profit and loss acc't, 6,406 86		
9. <i>Total surplus</i> ,		\$13,589 44

* Stock of horses marked down \$3,000 (30 per cent.), of which amount \$1,393.14 is charged to expense of operating, and \$1,606.86 is charged to profit and loss account.—[Com.

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Bills receivable,	\$317 56
Cash on hand,	200 11
Real estate,	15,194 38
Construction,	62,155 71
Car equipment,	6,993 40
Horse equipment,	4,928 79
Omnibus and sleigh,	295 85
Sundry equipment,	683 97
	<u>\$91,429 77</u>
CR.	
Capital stock,	\$50,000 00
Bills and notes payable,	26,882 83
Unredeemed tickets,	957 50
Renewal,	7,068 75
Profit and loss,	6,520 69
	<u>\$91,429 77</u>

Description of Railway.		
1. Description of the several lines or routes operated by the company:		
From Wason Avenue on North Main Street, on Main Street to Locust Street, thence on Locust Street to Mill River,	3.03 miles.	
And from Main Street on State Street to Boston Road,	1.34 miles.	
2. Length of railway owned by Co., exclusive of sidings,	4.37 miles.	
4. Aggregate length of switches, sidings, &c.,	.72 mile.	
5. Total length of track, measured as single track,		5.09 miles.
6. Total length of track paved [and macadamized],	4.56 miles.	
7. Weight of rail per yard, and description of rail,	33 lbs., wrought iron.	
9. Total length of single track, not including sidings, &c., operated by this company,		4.37 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		107,582
2. Average cost per mile run,	24 cents.	
3. Total number of passengers carried in the cars,		371,760
4. Total number of round trips for the year,		21,887
5. Average number of passengers per round trip,	16.98	
6. Rate of speed adopted, including stops,	5 miles per hour.	
7. Number of persons regularly employed by Co.,	20	
9. Rates of fare,	{ 16 tickets for \$1; single fares, 5 and 8 cents.	

G. M. ATWATER,
JOHN OLMSTED,
C. L. COVILL,
HOMER FOOT,
H. W. PHELPS,

Directors of the Springfield Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SPRINGFIELD, ss. October 20, 1875. Then personally appeared Geo. M. Atwater, John Olmsted, C. L. Covill, and Homer Foot, and severally made oath to the truth of the foregoing statement by them subscribed.

JOSEPH H. DAMON, *Justice of the Peace.*

Proper Address for the Company.

SPRINGFIELD STREET RAILWAY COMPANY, SPRINGFIELD, MASS.

Name and Residence of Officers.

G. M. Atwater, *President and Treasurer*; Gideon Wells, *Clerk*; F. E. King, *Superintendent*,—all of Springfield.

REPORT
OF THE
STONEHAM STREET RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1875.
[Operated by an individual lessee.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$50,000 00	
2. Capital stock authorized by votes of company,	33,000 00	
3. Capital stock paid in, as per books,		\$33,000 00
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	13,043 47	
11. Total amount of debt,	None.	
15. Number of stockholders,	16	
Cost of Railway.		
Railways and Branches built by Company.		
5. Total cost of construction,		\$33,000 00
6. Average per mile of single track, built by company, not including sidings, &c.,	\$13,043 47	
9. TOTAL COST to this company of all railways built and purchased,		33,000 00
(Estimated cash cost, \$)		
10. Average cost per mile of single track, not including sidings,	13,043 47	
Cost of Equipment.		
1. Number of horses, 24 ; cost,	Lessee's Accounts. \$4,800 00	Company's Accounts. -
2. Number of cars, lessee 1, company 5 ; cost,	590 00	\$4,682 50
3. Number of other vehicles [3 sleighs] ; cost,	-	1,061 94
4. Other articles of equipment [snow-plow],	500 00	-
6. Buildings owned by Co., needed in operating road,	-	1,000 00
7. Total cost of equipment,	-	6,744 44
8. Average per mile of single track operated, not including sidings, &c.,	-	2,665 79
10. Land and buildings not used in operating road,	-	3,225 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,	-	42,969 44
Expenditures Charged to Property Account for the Year.		
[None.]		
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$14,755 22	-
3. Received for mails,	250 00	-
4. Received for sales of manure,	193 66	-
7. TOTAL INCOME to lessee,	15,198 88	-
8. TOTAL INCOME to Co. [int'st, \$44 ; rent \$2,100],	-	\$2,144 00
9. Percentage of income to capital stock and debt,	-	6.5
10. Percentage of income to total means expended in construction, equipment and purchase,	-	5

Expenses of Operating the Railway for the Year.		Lessee's A counts.
1. Repairs of road-bed and track,		\$977
2. Repairs of cars and other vehicles, harness and horseshoeing,		1,742
3. Repairs of buildings,		42
5. Wages and salaries of all persons employed, ex- cepting president, treasurer and superintend- ent, and their clerks,		4,959
6. Provender,		3,608
7. State taxes,		-
8. Local taxes,		144
9. Rent and tolls paid other companies for use of their roads [rent of road for the year],		2,100
12. Insurance,		116
14. General salaries, office expenses, and all other expenses except interest not included above, . .		1,003
15. TOTAL EXPENSES OF OPERATING,		14,695
16. Per mile of single track operated, not including sidings, &c.,		5,878
17. Percentage of expenses to income, :		96.68
Net Income, Dividends, &c.		
1. Total net income above operating expenses, per les- see's account,		\$503
2. Total net income above operating expenses, per com- pany's account, . . . . .		.
3. Percentage of net income to cap. st'k and debt, . .		.
4. Percentage of net income to total means ex- pended in construct'n, equip't and purchase, . .		.
6. Paid in dividends, 6 per cent. for the year [and \$21 for 1874], . . . . .		.
7. Balance for the year, or deficit, . . . . .		.
8. Surplus at commencement of year, . . . . .		.
9. Total surplus, . . . . .		.

General Balance Sheet at Closing of Accounts, September

DR.	
Construction, . . . . .	.
Equipment, . . . . .	.
Real estate, . . . . .	.
Notes receivable, . . . . .	.
Benj. Hibbard, . . . . .	.
Cash, . . . . .	.
CR.	
Capital stock,	\$33,00
Surplus,	11,95

Description of Railway.	
2. Length of railway owned by Co., exclusive of sidings,	2.53 m
4. Aggregate length of switches, sidings, &c., . .	.05 m
5. Total length of track, measured as single track, .	
7. Weight of rail per yard, and description of rail, .	33 lbs.
9. Total length of single track, not including sid- ings, &c., operated by lessee,	

Miles Run, &c.		
1. Total number of miles run during the year, .		41,000
2. Average cost per mile run,	35.85 cents.	
3. Total number of passengers carried in the cars, .		181,618
4. Total number of round trips for the year, . .		8,200
5. Average number of passengers per round trip, .	22.15 cents.	
6. Rate of speed adopted, including stops, . .	6 miles per hour.	
8. No. of persons regularly employed by lessee, .	9	
9. Rates of fare,	10 cents.	

ALONZO V. LYNDE,
GEO. W. DIKE,
LUTHER HILL,
WM. HURD,
JOHN HILL,

Directors of the Stoneham Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. October 30, 1875. Then personally appeared A. V. Lynde, Geo. W. Dike, Luther Hill, Wm. Hurd, and John Hill, and severally made oath to the truth of the foregoing statement by them subscribed.

LYMAN DIKE, *Justice of the Peace.*

Proper Address for the Company.

STONEHAM STREET RAILROAD COMPANY, STONEHAM, MASS.

Name and Residence of Officers.

A. V. Lynde, *President*, Melrose; Lyman Dike, *Treasurer and Clerk*, Stoneham. *Directors.*—A. V. Lynde, Melrose; Lyman Dike, Wm. Todd, Luther Hill, John Hill, Geo. W. Dike, Wm. Hurd,—all of Stoneham.

REPORT

OF THE

TAUNTON STREET RAILWAY COM

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.	
1. CAPITAL STOCK authorized by charter, . . .	\$75,000
2. Capital stock authorized by votes of company, . . .	40,000
3. Capital stock paid in, as per books, . . .	
4. Capital stock paid in, amount actually realized, . . .	40,000
5. Cap. st'k p'd in per mile of rail'y owned by Co., . . .	9,779
6. Capital stock issued (par value of shares, \$100), . . .	40,000
10. Unfunded debt, incurred for construction, equip- ment or purchase,	9,000
Less cash balance,	3,359
11. Total amount of debt,	
12. Am't of debt per mile of railway owned by Co., . . .	1,379
Cost of Railway.	
<i>Railways and Branches built by Company.</i>	
2. Track, including timber, rails, &c., and laying, . . .	\$27,219
4. Engineering, agencies, salaries and other ex- penses during construction,	479
5. Total cost of construction,	
6. Average per mile of single track built by com- pany, not including sidings, &c.,	6,769
9. TOTAL COST to this company of all railways built and purchased,	
(Estimated cash cost,)	
10. Average cost per mile of single track, not in- cluding sidings,	6,769
Cost of Equipment.	
1. Number of horses, 32; cost,	\$6,29
2. Number of cars, 8; cost,	8,40
3. Number of other vehicles, 1; cost,	50
4. Other articles of equipment,	2,00
6. Buildings owned by company needed in operat- ing road,	12,31
7. Total cost of equipment,	
8. Average per mile of single track operated, not including sidings, &c.,	7,21
9. TOTAL COST OF RAILWAY AND EQUIPMENT, . . .	
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	
Reduction in Property Account for the Year.	
7. Reduction in horse account,	\$69
8. Net reduction of property account,	69
Revenue for the Year.	
1. Received from passengers on railways operated by this company, and for tickets sold,	\$17,49
8. TOTAL INCOME to company,	

9. Percentage of income to capital stock and debt,	38.203	
10. Percentage of income to total means expended in construction, equipment and purchase,	30.483	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$1,000 00	
2. Repairs of cars and other vehicles, harness and horseshoeing,	1,000 00	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent and their clerks,	6,069 49	
6. Provender,	3,756 14	
7. State taxes,	573 87	
8. Local taxes,	40 50	
12. Insurance,	277 50	
14. General salaries and office expenses, and all other expenses, except interest, not included above,	3,732 99	
15. TOTAL EXPENSES OF OPERATING,		\$16,450 49
16. Per mile of single track operated, not including sidings, &c.,	4,022 12	
17. Percentage of expenses to income,	94.34	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,		\$985 57
3. Percentage of net income to cap. st'k and debt,	2.159	
4. Percentage of net income to total means expended in const'n, equipment and purchase,	1.723	
5. Paid for interest,	\$633 75	
7. Balance for the year, or surplus,	351 82	
8. Surplus at commencement of year,	11,205 60	
9. Total surplus,		11,557 42

General Balance Sheet at Closing of Accounts, September 30, 1875.		
DR.		
Construction,		\$40,006 04
Equipment,		10,895 23
Horses,		6,296 50
Cash,		3,359 65
		\$60,557 42
CR.		
Capital stock,	\$40,000 00	
Bills payable,	9,000 00	
Profit and loss,	11,557 42	
		\$60,557 42

Description of Railway.		
2. Length of railway owned by company, exclusive of sidings,	4.09 miles.	
4. Aggregate length of switches, sidings, &c.,	.228 mile.	
5. Total length of track, measured as single track,		4.318 miles.
7. Weight of rail per yard, and description of rail,	24 lb., O'Brien rail.	
9. Total length of single track, not including sidings, &c., operated by this company,		4.09 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		76,112
2. Average cost per mile run,	21.61 cents.	

3. Total number of passengers carried in the cars,	257,280
4. Total number of round trips for the year, . . .	12,933
5. Average number of passengers per round trip,	19.89
6. Rate of speed adopted, including stops, . . .	5 miles per hour.
7. Number of persons regularly employed by Co.,	10
9. Rates of fare,	8 cts. single ; 17 for \$1.

WM. C. LOVERING,
A. J. BARKER,
HENRY G. REED,
HENRY M. LOVERING,
GEO. A. FIELD,
CHARLES FOSTER,

Directors of the Taunton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. November 3, 1875. Then personally appeared, A. J. Barker, Henry G. Reed, Henry M. Lovering, George A. Field, and Charles Foster, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY WILLIAMS, *Justice of the Peace.*

Proper Address for the Company.

TAUNTON STREET RAILWAY COMPANY, TAUNTON, MASS.

Name and Residence of Officers.

Wm. C. Lovering, *President*; Henry M. Lovering, *Treasurer*; Geo. C. Morse, *Superintendent*.

REPORT

OF THE

UNION RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$500,000 00	
2. Capital stock authorized by votes of company,	400,000 00	
3. Capital stock paid in, as per books,		\$367,800 00
4. Capital stock paid in, amount actually realized,	367,800 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	This Co. own no tracks.	
6. Capital stock issued (par value of shares, \$100),	367,800 00	
7. FUNDED DEBT, due Jan., 1879, 8 per cent. int'st,	6,500 00	
10. Unfunded debt, incurred for construction, equip- ment or purchase,	258,571 57	
11. <i>Total amount of debt</i> ,		265,071 57
15. Number of stockholders,	96	
Cost of Railway.		
[The Union Company does not own any tracks in the highways, but leases those of the Arlington, Cambridge and a portion of the Somerville Rail- road Companies.]		
Cost of Equipment.		
1. Number of horses, 775; cost,	\$100,750 00	
2. Number of cars, 114; cost,	71,210 50	
3. Number of other vehicles, 17; cost,	500 00	
4. Other articles of equipment,	30,148 70	
5. Land owned by Co., needed in operating road,	144,078 20	
6. Buildings owned by Co., needed in operat'g road,	162,433 44	
7. <i>Total cost of equipment</i> ,		\$509,120 84
8. Average per mile of single track <i>operated</i> , not including sidings, &c.,	15,150 82	
9. TOTAL COST OF EQUIPMENT,		509,120 84
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		509,120 84
Expenditures Charged to Property Account for the Year.		
2. New horses,	\$1,040 00	
3. New cars and other vehicles,	6,850 00	
6. <i>Total</i> ,		\$7,890 00
7. Property sold during the year [and loss on other articles of equipment],	15,402 49	
8. Net decrease of property account,	7,512 49	
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$518,210 71	
3. Received for mails,	2,500 00	
4. Received for sales of manure,	5,745 60	
5. <i>Total earnings</i> ,		\$526,456 31

6. Income from other sources,	\$4,147 54	
8. Total income to company,		\$530,603 85
9. Percentage of income to capital stock and debt.	83.84	
10. Percentage of income to total means expended in construction, equipment and purchase, .	104.21	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$8,922 51	
2. Repairs of cars and other vehicles, harness and horseshoeing,	24,450 08	
3. Repairs of buildings,	1,524 40	
4. Keeping good the stock of horses,	8,241 10	
5. Wages and salaries of all persons employed, ex- cepting president, treasurer and superintend- ent and their clerks,	190,485 72	
6. Provender,	108,724 57	
7. State taxes,	1,321 45	
8. Local taxes,	5,311 57	
9. Rent and tolls paid other companies for use of their roads [Cambridge R. Co., \$74,187; Som- erville R. Co., \$5,880; Arlington R. Co., \$816],	80,883 00	
12. Insurance,	6,075 08	
13. Damages for injuries to persons [and property],	1,529 33	
14. General salaries and office expenses, and all other expenses, except interest, not included above,	43,171 01	
15. TOTAL EXPENSES OF OPERATING,		\$480,639 82
16. Per mile of single track operated, not including sidings, &c.,	14,303 26	
17. Percentage of expenses to income,	90.58	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per com- pany's account,	\$49,964 03	
3. Percentage of net income to cap. st'k and debt,	7.89	
4. Percentage of net income to total means ex- pended in const'n, equipment and purchase,	9.81	
5. Paid for interest [balance of account],	9,335 93	
6. Paid in dividends, 10 per cent. for the year,	35,680 00	
7. Balance for the year, or surplus,	4,948 10	
8. Surplus at commencement of year,	11,485 54	
9. Total surplus,		\$16,433 64

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Equipment,	\$509,120 84
Assets,	95,454 68
Cash balance,	44,729 69
	<hr/>
	\$649,305 21
CR.	
Capital stock,	\$367,800 00
Mortgage debt,	46,000 00
Company's bonds,	6,500 00
Insurance fund,	3,753 54
Trustee's guarantee fund,	1,116 32
Floating debt,	212,571 57
Profit and loss,	11,563 78
	<hr/>
	\$649,305 21

Description of Railway.	
1. Description of the several lines or routes operated by the company:— Harvard Square, Prospect Street, Mount Auburn, North Avenue, Central Square, Riverside, Watertown, Cambridge Street, Broadway, Eighth Street, Pearl St., Union Square, Spring Street, Inman Street, Atwood's Corner, Brighton, Arlington, Somerville.	
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company,—	
Arlington,	1.5625 miles.
Somerville,	2.6250 miles.
Cambridge,	29.4160 miles.
9. Total length of single track, not including sidings, &c., operated by this company, . . .	33.6035 miles.
Miles Run, &c.	
1. Total number of miles run during the year, . . .	1,365,100
2. Average cost per mile run,	35.21 cents.
3. Total number of passengers carried in the cars, . . .	7,992,445
4. Total number of round trips for the year, . . .	190,624
5. Average number of passengers per round trip, . . .	41.92
6. Rate of speed adopted, including stops, . . .	6.5 miles per hour.
7. Number of persons regularly employed by Co., . . .	321
9. Rates of fare: Cash, 3, 5, 6, 8, 10, 12, 15, 18 cts.; tickets, 5, 5½, 8½, 9 1-11, 12½, 14 2-7 cents. . .	

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	1	—	—	1	1	1
Employés, . . .	—	—	—	—	—	—
Others, . . .	—	—	—	1	—	1

Statement of each Accident.

March 11, 1875.—A man stepped from forward platform, while the car was in motion, and the car run over his foot.

March 13.—A man standing on rear platform of car was struck in the head by a team going in the same direction as car, and was fatally injured.

March 14.—A man ran under the horses, was knocked down, and his collar-bone was broken.

JAMES W. EMERY,
ESTES HOWE,
SAMUEL B. RINDGE,
K. S. CHAFFEE,
JOSEPH H. CONVERSE,
JAMES C. FISK,
EDWIN DRESSER,
Directors of the Union Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. CAMBRIDGE, October 9, 1875. Then personally appeared James W. Emery, Estes Howe, Samuel B. Rindge, K. S. Chaffee, Joseph H. Converse, James C. Fisk, and Edwin Dresser, and severally made oath to the truth of the foregoing statement by them subscribed.

FREDERICK T. STEVENS, *Justice of the Peace.*

Proper Address for the Company.

UNION RAILWAY COMPANY, CAMBRIDGE, MASS.

Name and Residence of Officers.

James W. Emery, *President*; Frederick T. Stevens, *Clerk and Treasurer*, Cambridge. *Directors.*—James W. Emery, Knowlton S. Chaffee, Samuel B. Rindge, James C. Fisk, George P. Carter, Estes Howe, Edwin Dresser, Joseph H. Converse, Herbert H. Stimpson, William A. Saunders.

REPORT

OF THE

UNION FREIGHT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Operated by the Old Colony R. R. Co.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$500,000 00	
2. Capital stock authorized by votes of company,	300,000 00	
3. Capital stock paid in, as per books,		\$300,000 00
5. Cap. st'k p'd in per mile of railw'y owned by Co.,	100,908 17	
6. Capital stock issued (par value of shares, \$100),	300,000 00	
10. Unfunded debt, incurred for construction, equip- ment or purchase,	4,500 00	
11. <i>Total amount of debt,</i>		4,500 00
12. Am't of debt per mile of railway owned by Co.,	1,513 51	
15. Number of stockholders,	20	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction [no separate acc'ts],		\$253,778 27
6. Average per mile of single track built by com- pany, not including sidings, &c.,	\$85,361 01	
9. TOTAL COST to this company of all railways built and purchased, (<i>Estimated cash cost,</i>)		253,778 27
10. Average cost per mile of single track, not in- cluding sidings,	85,361 01	
Cost of Equipment.		
[Company owns no equipment, having sold same to Old Colony Railroad Company.]		
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		\$253,778 27
Revenue for the Year.		
8. TOTAL INCOME to company,	\$15,000 00	
9. Percentage of income to capital stock and debt,	4.92	
10. Percentage of income to total means expended in construction,	5.91	
Expenses of Operating the Railway for the Year.		
14. General salaries and office expenses, and all other expenses except interest not included above,	\$1,292 43	
15. TOTAL EXPENSES OF OPERATING,		\$1,292 43
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses, per company's account,</i>		\$13,707 57
3. Percentage of net income to cap. st'k and debt,	4.5	
4. Percentage of net income to total means ex- pended in constr'n, equipment and purchase,	5.4	
7. Balance for the year, or surplus,	\$13,707 57	

8. Deficit at commencement of year, ..	\$19,865 69	
Charges to profit and loss acct. in 1875,	16,750 49	
		\$36,616 18
9. Total deficit,		\$22,908 61

Revised Balance Sheet, Union Freight Railroad, October 1, 1875.

DR.		
Construction,		\$253,778 27
Old Colony Railroad,		7,776 82
Edward Thompson,		5,092 17
P. L. Everett, treasurer,		444 13
Lewis Wharf Company,		1,500 00
130 shares Union Freight Railroad,		13,000 00
Profit and loss,		21,616 18
Expenses,		1,292 43
		\$304,500 00
CR.		
Capital,	\$300,000 00	
Bills payable,	4,500 00	
		\$304,500 00

P. L. EVERETT,
H. C. BROOKS,
Directors of the Union Freight Railroad Company.

Description of Railway.	
1. Description of the several lines or routes operated by the company:— The length of the road now made is 2.451 miles, connecting the Lowell on the north, with the Old Colony on the south, side of the city. The road passes through Lowell, Causeway, and Commercial streets, Atlantic Avenue and Federal Street, and has side tracks upon Constitution, Eastern Avenue, Lewis, Commercial, T and Central wharves, and to the Quincy storehouse on South Market Street. It connects with the Lowell, Boston & Maine, Fitchburg, New York & New England and Old Colony railroads. At present it reaches the Eastern Railroad via the Fitchburg, and the Boston & Providence via Boston & Albany, and Boston & Albany via Old Colony.	
2. Length of railway owned by company, exclusive of sidings,	2.451 miles.
3. Length of railway laid with double track, . . . . .	.522 mile.
4. Aggregate length of switches, sidings, &c.,	1.450 miles.
5. Total length of track, measured as single track,	4.423 miles.
6. Total length of track paved,	3.850 miles.
7. Weight of rail per yard, and description of rail,	90 lbs.
9. Total length of single track, not including sidings, &c., operated by this company,	2.451 miles.
Miles Run, &c.	
1. Total number of miles run during the year,	2,260

Statement of the Operation of the Road for the Year Ending September 30, 1875.

Receipts from freight hauled, \$28,106 09

This road is operated by the Old Colony Railroad Company under a contract which provides for an annual rent of \$15,000 for the use of the road.

The expenses of working the road have not yet been fully adjusted, but are estimated for the year at 21,429 05

And there have been expended for improvements, new tracks and extensions during the same time, 5,880 95

Tonnage for the Year.		
Number of tons carried to several railroads from wharves and warehouses:—		
Old Colony,	2,039.50	
Boston, Lowell & Nashua,	1,038.50	
Boston & Maine,	1,271.25	
Fitchburg and Eastern,	1,123.75	
Boston & Albany,	1,189.25	
Boston & Providence,	20.00	
New York & New England,	153.50	
		6,835.75
Number of tons carried to wharves and warehouses from several railroads:—		
Old Colony,	14,022.75	
Boston, Lowell & Nashua,	5,335.75	
Boston & Maine,	832.50	
Fitchburg and Eastern,	5,516.50	
Boston & Albany,	3,146.75	
New York & New England,	218.50	
		29,072.75
Number of tons carried to other railroads from railroads:—		
Old Colony,	22,383.25	
Boston, Lowell & Nashua,	2,037.75	
Boston & Maine,	2,454.75	
Fitchburg and Eastern,	2,617.75	
Boston & Albany,	16.00	
Boston & Providence,	175.00	
New York & New England,	7,763.75	
		37,448.25
Tariff rate of freight per car,		\$5

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	—	—	—
Others,	—	—	1	—	1	—

September 11, 1875.—Patrick O’Connell fell from a moving train of gravel cars, was run over and killed.

The foregoing returns preceding "Description of Railway" were furnished to the Old Colony Railroad Company, as lessee, by the Union Freight Railway Company, and the undersigned have no knowledge as to their correctness or the manner in which they are made up.

ONSLOW STEARNS,
CHARLES F. CHOATE,
JACOB H. LOUD,
URIEL CROCKER,
OLIVER AMES,
SAM'L L. CROCKER,
ROYAL W. TURNER,
E. N. WINSLOW,

Directors of the Old Colony Railroad Company, Lessees.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. November 30, 1875. Then personally appeared Onslow Stearns, Charles F. Choate, Jacob H. Loud, Uriel Crocker, Oliver Ames, Samuel L. Crocker, Royal W. Turner and Ephraim N. Winslow, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. MARSTON,
Justice of the Peace for all the Counties.

Proper Address for the Company.
UNION FREIGHT RAILROAD COMPANY, BOSTON.

R E P O R T

OF THE

WALTHAM & NEWTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$30,000 00	
2. Capital stock authorized by votes of company,	30,000 00	
3. Capital stock paid in, as per books,		\$30,000 00
4. Capital stock paid in, am't actually realized,	30,000 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	9,342 88	
6. Capital stock issued (par value of shares, \$100),	30,000 00	
10. Unfunded debt incurred for construction, equipment or purchase,	18,609 00	
11. Total amount of debt,		18,609 00
12. Amount of debt per mile of railway owned by company,	5,795 55	
15. Number of stockholders,	91	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction [no separate acct.],		\$37,493 41
6. Average per mile of single track built by company, not including sidings, &c.,	\$11,676 55	
9. Total cost to this company of all railways built and purchased,		37,493 41
(Estimated cash cost,)		
10. Average cost per mile of single track, not including sidings,	11,676 55	
Cost of Equipment.		
1. Number of horses, 12; cost,	\$1,505 00	
2. Number of cars, 4; cost,	2,225 00	
3. Number of other vehicles, 5; cost,	707 50	
4. Other articles of equipment,	884 28	
5. Land owned by Co., needed in operating road,	500 00	
6. Buildings owned by Co., needed in operat'g road,	2,748 27	
7. Total cost of equipment,		\$8,570 05
8. Average per mile of single track operated, not including sidings, &c.,	2,668 97	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		46,063 46
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		46,063 46
Expenditures Charged to Property Account for the Year.		
3. New cars and other vehicles,	\$253 50	
6. Total,		\$253 50
8. Net addition to property account,	253 50	
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$7,081 12	
4. Received for sales of manure,	110 00	
5. Total earnings,		\$7,191 12
8. TOTAL INCOME to company,		7,191 12

9. Percentage of income to capital stock and debt,	14.793	
10. Percentage of income to total means expended in construction, equipment and purchase,	15.547	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$1,999 28	
2. Repairs of cars and other vehicles, harness and horseshoeing,	810 08	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	3,707 94	
6. Provender,	1,942 81	
8. Local taxes,	26 00	
12. Insurance,	66 50	
13. Damages for injuries to persons,	750 00	
14. General salaries, office expenses, and all other expenses except interest not included above,	813 39	
15. TOTAL EXPENSES OF OPERATING,		\$10,116 00
16. Per mile of single track operated, not including sidings, &c.,	3,150 42	
17. Percentage of expenses to income,	140.693	
Net Income, Dividends, &c.		
2. Total net loss, per company's account,		\$2,924 88
3. Percentage of net loss to capital stock and debt,	6.017	
4. Percentage of net loss to total means expended in construct'n, equip't and purchase,	6.323	
5. Paid for interest,	\$922 45	
7. Balance for the year, or deficit,	3,847 33	
8. Surplus at commencement of year,	1,308 42	
9. Total deficit,	2,538 91	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Cash,		\$6 63
Construction account,		37,493 41
Equipments,		5,321 78
Stable,		2,744 27
Real estate,		500 00
Profit and loss,		2,538 91
		<u>\$48,609 00</u>
CR.		
Capital stock,	\$30,000 00	
American Watch Company,	18,609 00	
		<u>\$48,609 00</u>

Description of Railway.		
1. Description of the several lines or routes operated by the company:		
One line West Newton to Waltham, single tr'k.		
2. Length of railway owned by company, exclusive of sidings,	3.211 miles.	
4. Aggregate length of switches, sidings, &c.,	.057 mile.	
5. Total length of track, measured as single track,		3.268 miles.
7. Weight of rail per yard, and description of rail, [11.839 feet, 25 lbs. T rail, wrought iron; 6.523 feet, 33 lbs., flat rail, wrought iron; 212 feet, 33 lbs. flat, cast iron].		
9. Total length of single track, not including sidings, &c., operated by this company,		3.211 miles.

Miles Run, &c.		
1. Total number of miles run during the year, .		22,742
2. Average cost per mile run,	44.5 cents.	
3. Total number of passengers carried in the cars, .		92,230
4. Total number of round trips for the year, . . .		3,651
5. Average number of passengers per round trip, .	25.26	
6. Rate of speed adopted, including stops, . . .	8 min. to mile.	
7. Number of persons regularly employed by com- pany,	6	
9. Rates of fare,	12, 8 and 5 cents.	
Tickets by package, 10 for \$1 ; 25 for \$1 ; about 4 cents per mile.		

R. E. ROBBINS, *President*,
THOS. KIRKE, *Treasurer*,
W. W. CLARK,
JOSIAH HASTINGS,
THOS. A. LOVELL,
Directors of the Waltham & Newton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.
MIDDLESEX, ss. WALTHAM, November, 20, 1875. Then personally appeared
Thomas Kirke, Treasurer of the Waltham & Newton Street Railway Company,
and made oath to the truth of the foregoing statement by him subscribed.
HENRY C. HALL, *Justice of the Peace.*

Proper Address for the Company.
THOMAS KIRKE, *Treasurer*, WALTHAM, MASS.

Name and Residence of Officers.
Royal E. Robbins, Boston ; Geo. E. Allen, West Newton ; Thos. Kirke, Josiah
Hastings, J. H. Curtis, Waltham ; W. W. Titcomb, Boston ; T. A. Lovell, F.
Buttrick, W. W. Clark, Waltham.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

[Leased to and operated by Lynn & Boston Railroad Company.]

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$75,000 00	
2. Capital stock authorized by votes of company,	75,000 00	
3. Capital stock paid in, as per books,		\$50,000 00
4. Capital stock paid in, amount actually realized,	50,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co.,	20,000 00	
6. Capital stock issued (par value of shares, \$50),	-	-
11. Total amount of debt [less cash on hand],		Nothing.
15. Number of stockholders,	66	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction [\$62,151.74; stands on books],		\$52,500 00
6. Average per mile of single track built by company, not including sidings, &c.,	\$21,000 00	
9. TOTAL COST to this company of all railways built and purchased [as per books], (Estimated cash cost, \$62,151.74.)		52,000 00
10. Average cost per mile of single track, not including sidings,	21,000 00	
Cost of Equipment.		
[None.]		
9. TOTAL COST OF RAILWAY,		\$52,500 00
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		52,500 00
Revenue for the Year.		
2. Received rent from Lynn & Boston R. R.,	\$3,600 00	
8. TOTAL INCOME to company,		\$3,600 00
9. Percentage of income to capital stock and debt,	7.2	
10. Percentage of income to total means expended in construction, equipment and purchase,	6.857	
Expenses of Operating the Railway for the Year.		
7. State taxes [unpaid],	\$387 00	
Printing,	20 25	
14. General salaries, office expenses, and all other expenses except interest not included above,	105 50	
15. TOTAL EXPENSES OF OPERATING,		\$512 75
17. Percentage of expenses to income,	14.243	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,	\$3,087 25	
3. Percentage of net income to cap. st'k and debt,	6.174	

4. Percentage of net income to total means expended in constr'n, equipment and purchase,	5.88	
6. Paid in dividends, 4 per cent. for the year,	\$2,000 00	
7. Balance for the year, or surplus,	1,087 25	
8. Surplus at commencement of year,	2,675 30	
9. Total surplus,		\$3,762 55

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Construction,		\$52,500 00
Cash,		2,126 55
		<hr/>
		\$54,626 55
CR.		
Capital stock,	\$50,000 00	
Unpaid dividend,	477 00	
Unpaid taxes,	387 00	
Surplus,	3,762 55	
	<hr/>	\$54,626 55

Description of Railway.	
2. Length of railway owned by company, exclusive of sidings,	2.500 miles.
4. Aggregate length of switches, sidings, &c., . . . . .	.870 mile.
5. Total length of track, measured as single track,	3.370 miles.
6. Total length of track paved,	1.894 miles.
7. Weight of rail per yard, and description of rail,	45 lbs. rolled iron.
9. Total length of single track, not including sidings, &c., operated by this company,	2.500 miles.
Miles Run, &c.	
[Included in return of Lynn & Boston R. R.]	

W. R. PEARMAN,
ERASTUS RUGG,
JOHN BUCK,

Directors of the Winnisimmet Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 1, 1875. Then personally appeared William R. Pearmain, John Buck, and Erastus Rugg, and severally made oath to the truth of the foregoing statement by them subscribed.

WM. M. JEWETT, Justice of the Peace.

Proper Address for the Company.

WINNISIMMET RAILROAD COMPANY, CHELSEA, MASS.

Name and Residence of Officers.

William R. Pearmain, *President*, Chelsea; Erastus Rugg, *Clerk and Treasurer*, Chelsea. *Directors*.—William R. Pearmain, Erastus Rugg, John Buck, Chelsea; Hiram W. French, Haverhill; Pascal P. P. Ware, Everett.

REPORT

OF THE

WINTHROP RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	100,000 00	
3. Capital stock paid in, as per books,		\$100,000 00
4. Capital stock paid in, amount actually realized,	100,000 00	
5. Cap. st'k p'd in per mile of rail'y owned by Co.,	17,241 38	
6. Capital stock issued (par value of shares, \$50).		
7. FUNDED DEBT, due 1891, 7 per cent. interest,	20,000 00	
8. Funded debt, due 1884, 7 per cent. interest,	25,000 00	
10. Unfunded debt incurred for construction, equip- ment or purchase,	9,388 72	
11. <i>Total amount of debt,</i>		54,388 72
12. Amount of debt per mile of railway owned by company,	9,377 36	
15. Number of stockholders,	102	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction [built by contract],		\$112,024 35
6. Average per mile of single track built by com- pany, not including sidings, &c.,	\$19,314 54	
9. TOTAL COST to this company of all railways built and purchased, (<i>Estimated cash cost, \$112,024.35.</i>)		112,024 35
10. Average cost per mile of single track, not in- cluding sidings,	19,314 54	
Cost of Equipment.		
1. Number of horses, 14; cost,	\$1,635 50	
2. Number of cars, 4; cost,	3,415 00	
3. Number of other vehicles ; cost,	1,610 00	
4. Other articles of equipment,	1,862 44	
6. Buildings owned by Co., needed in operat'g road,	4,887 63	
7. <i>Total cost of equipment,</i>		\$13,410 57
8. Average per mile of single track <i>operated</i> , not including sidings, &c.,	1,972 14	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,		125,434 92
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,		125,434 92
Expenditures Charged to Property Account for the Year.		
3. New coach sleigh and other vehicles,	\$347 87	
5. Buildings,	37 63	
6. <i>Total,</i>		\$385 50
8. Net addition to property account,	385 50	
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$7,918 27	

3. Received for mails,	\$179 70	
5. <i>Total earnings</i> ,		\$8,097 97
8. TOTAL INCOME to company,		8,097 97
9. Percentage of income to capital stock and debt,	5.245	
10. Percentage of income to total means expended in construction, equipment and purchase, .	6.455	
Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$471 91	
2. Repairs of cars and other vehicles, harness and horseshoeing,	353 50	
4. Keeping good the stock of horses,	29 00	
5. Wages and salaries of all persons employed, ex- cepting president, treasurer and superintend- ent, and their clerks,	3,574 76	
6. Provender,	1,608 18	
7. State taxes,	155 10	
8. Local taxes,	36 28	
9. Rent and tolls paid other companies for use of their roads [Metropolitan H. R. R. Co.],	660 00	
12. Insurance,	200 00	
14. General salaries, office expenses and all other expenses except interest not included above,	500 00	
15. TOTAL EXPENSES OF OPERATING,,		\$7,588 73
16. Per mile of single track operated, not including sidings, &c.,	1,115 91	
17. Percentage of expenses to income,	93.711	
Net Income, Dividends, &c.		
2. <i>Total net income above operating expenses</i> , per company's account,		\$509 24
3. Percentage of net income to cap. st'k and debt,	0.33	
4. Percentage of net income to total means ex- pended in const'n, equipment and purchase,	0.40	
5. Paid for interest,	\$2,784 27	
7. Balance for the year, or deficit,	2,275 03	
8. Deficit at commencement of year,	2,463 47	
9. <i>Total deficit</i> ,	4,738 50	

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.	
Construction,	\$112,024 35
Buildings,	4,887 63
Equipments,	8,522 94
Company's stock and bonds,	23,700 00
Cash,	365 30
Hay and grain,	150 00
Profit and loss,	4,738 50
	<hr/>
	\$154,388 72
CR.	
Capital stock,	\$100,000 00
Funded debt, 1891,	20,000 00
Funded debt, 1884,	25,000 00
Unfunded debt,	9,388 72
	<hr/>
	\$154,388 72

Description of Railway.		
1. Description of the several lines or routes operated by the company:— Track commences at Maverick Square, extending to junction of Chelsea and Saratoga streets (belonging to Metropolitan Horse R. R. Co.), and Winthrop R. R. Co., through Saratoga Street, East Boston, Main and Pleasant streets in Winthrop, to Point Shirley.		
2. Length of railway owned by company, exclusive of sidings,	5.8 miles.	
4. Aggregate length of switches, sidings, &c., . . . . .	.023 mile.	5.823 miles.
5. Total length of track, measured as single track,		
6. Total length of track paved, . . . . .	.67 mile.	
7. Weight of rail per yard, and description of rail,	28 and 32 lbs., T and flat.	
8. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operat'd by this company [from Maverick Square, East Boston, over Chelsea Street, to junction of Saratoga and Chelsea streets, flat rail, 32 lbs. per yard],	1 mile.	
9. Total length of single track, not including sidings, &c., operated by this company,		6.800 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		34,216
2. Average cost per mile run,	22 1-6 cents.	
3. Total number of passengers carried in the cars,		87,595
4. Total number of round trips for the year,		2,730
5. Average number of passengers per round trip,	32.08	
6. Rate of speed adopted, including stops,	6 miles per hour.	
7. Number of persons regularly employed by Co.,	7	
9. Rates of fare,	5, 7, 10, 15 and 25 cents.	

J. W. DADMUN,
S. H. DURGIN,
W. H. KIMBALL,
CHARLES N. WHITE,
HOWLAND OTIS,
Directors of the Winthrop Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.
SUFFOLK, ss. BOSTON, November 20, 1875. Then personally appeared J. W. Dadmun, S. H. Durgin, W. H. Kimball, Charles N. White, and Howland Otis, and severally made oath to the truth of the foregoing statement by them subscribed.
JOSIAH W. HUBBARD, *Justice of the Peace.*

Proper Address for the Company.
WINTHROP RAILROAD COMPANY, 13 COURT SQUARE, ROOM 12, BOSTON.

Name and Residence of Officers.
John W. Dadmun, *President and Treasurer*, Winthrop; Josiah W. Hubbard, *Clerk*, 13 Court Square, Boston. *Directors.*—John W. Dadmun, Winthrop; Samuel H. Durgin, W. H. Kimball, Boston; Charles N. White, Winthrop; Howland Otis, East Boston.

REPORT

OF THE

WORCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1875.

Capital Stock and Debts.		
1. CAPITAL STOCK authorized by charter,	\$100,000 00	
2. Capital stock authorized by votes of company,	40,000 00	
3. Capital stock paid in as per books,		\$40,000 00
4. Capital stock paid in, amount actually realized,	40,000 00	
5. Cap. st'k p'd in per mile of railway owned by Co.,	10,309 28	
7. FUNDED DEBT, due, 7 per cent. interest,	28,000 00	
8. Funded debt, due, 8 per cent. interest,	5,000 00	
10. Unfunded debt incurred for construction, equip- ment or purchase,	37,274 66	
11. <i>Total amount of debt</i> ,		70,274 66
12. Am't of debt per mile of railway owned by Co.,	18,112 03	
15. Number of stockholders,	8	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
5. Total cost of construction,		\$60,665 49
6. Average per mile of single track built by com- pany, not including sidings, &c.,	\$15,635 43	
9. Total cost to this company of all railways built and purchased, (<i>Estimated cash cost, \$</i>)		60,665 49
10. Average cost per mile of single track, not in- cluding sidings,	15,635 43	
Cost of Equipment.		
1. No. of horses, 51, cost,	\$8,290 07	
2. Number of cars, 12; cost,	6,800 00	
3. Number of other vehicles,; cost,	1,900 00	
4. Other articles of equipment,	500 00	
6. Buildings owned by Co. needed in operat'g road,	25,000 00	
7. <i>Total cost of equipment</i> ,	42,490 07	
8. Average per mile of single track <i>operated</i> , not including sidings, &c.,	10,951 05	
9. TOTAL COST OF RAILWAY AND EQUIPMENT,	103,155 56	
12. TOTAL AMOUNT OF PERMANENT INVESTMENTS,	103,155 56	
Revenue for the Year.		
1. Received from passengers on railways operated by this company, and for tickets sold,	\$32,468 46	
4. Received for sales of manure,	439 00	
5. <i>Total earnings</i> ,	32,907 46	
8. TOTAL INCOME to company,	32,907 46	
9. Percentage of income to capital stock and debt,	29.84	
10. Percentage of income to total means expended in construction, equipment and purchase,	31.90	

Expenses of Operating the Railway for the Year.		
1. Repairs of road-bed and track,	\$976 09	
2. Repairs of cars and other vehicles, harness, and horseshoeing,	4,317 06	
3. Repairs of buildings,	245 90	
4. Actual cost of keeping good the stock of horses,	1,155 70	
5. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	10,574 09	
6. Provender,	7,226 47	
7. State taxes,	} 419 37	
8. Local taxes,		
12. Insurance,		330 00
13. Damages for injuries to vehicles,	49 20	
14. General salaries, office expenses, and all other expenses, except interest, not included above,	3,917 11	
15. TOTAL EXPENSES OF OPERATING,		\$29,211 99
16. Per mile of single track operated, not including sidings, &c.,	7,528 83	
17. Percentage of expenses to income,	88.76	
Net Income, Dividends, &c.		
2. Total net income above operating expenses, per company's account,		\$3,695 47
3. Percentage of net income to cap. st'k and debt,	3.35	
4. Percentage of net income to total means expended in const'n, equipment and purchase,	3.58	
5. Paid for interest,	\$2,671 97	
7. Balance for the year, or surplus,	1,023 50	
8. Deficit at commencement of year,—		
Profit and loss,	\$4,497 24	
Charged profit and loss, bills 1874,	3,015 32	
	7,512 56	
9. Total deficit,		6,489 06

General Balance Sheet at Closing of Accounts, September 30, 1875.

DR.		
Road-bed,		\$60,665 49
Equipment,		42,490 07
Materials,		200 25
Cash,		429 79
Deficit,		6,489 26
		\$110,274 66
CR.		
Stock,	\$40,000 00	
Funded debt,	33,000 00	
Unfunded debt,	37,274 66	
		\$110,274 66

Description of Railway.	
1. Description of the several lines or routes operated by the company:— Main line from Harrington Avenue to Webster Square, with nine turnouts. Branch from Maine Street to Union Passenger Station.	
2. Length of railway owned by company, exclusive of sidings,	3.880 miles.

4. Aggregate length of switches, sidings, &c., .	.500 mile.	
5. Total length of track, measured as single track, .		4.380 miles.
6. Total length of track paved,	4.380 miles.	
7. Weight of rail per yard, and description of rail, .	45 lbs., Philadelphia.	
9. Total length of single track, not including sidings, &c., operated by this company,		3.880 miles.
Miles Run, &c.		
1. Total number of miles run during the year,		114,861
2. Average cost per mile run,	25.44 cents.	
3. Total number of passengers carried in the cars,		504,595
4. Total number of round trips for the year,		18,479
5. Average number of passengers per round trip,	27.31	
6. Rate of speed adopted, including stops,	6 miles per hour.	
7. Number of persons regularly employed by Co.,	23	
9. Rates of fare,	6½ cts. tickets, 7 cts. cash.	

AUGUSTUS SEELEY,
NATHAN SEELEY,
HENRY S. SEARLS,
Directors of the Worcester Street Railway.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. NEW YORK CITY, 1875. Then personally appeared Augustus Seeley and Nathan Seeley, and severally made oath to the truth of the foregoing statement by them subscribed. Witness my hand and official seal.

HENRY C. BANKS, *Commissioner for Massachusetts,*
No. 3 John Street, New York City.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER CITY AND COUNTY, ss. November 2, A.D. 1875. Then personally appeared the above named Henry S. Searls, and made oath to the truth of the foregoing statement by him subscribed. Before me,

S. B. I. GODDARD,
Justice of the Peace in and for said County of Worcester.

Proper Address for the Company.
WORCESTER STREET RAILWAY, WORCESTER, MASS.

Name and Residence of Officers.
Augustus Seeley, *President*, New York ; Henry S. Searls, *Treasurer and Superintendent*, Worcester.

CONTRACTS, ETC.

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CONTRACTS, ETC.

[Eastern Railroad Company and Portland, Saco & Portsmouth Railroad Company.]

CONTRACT.

WHEREAS, the Portland, Saco & Portsmouth Railroad Company and the Eastern Railroad Company are corporations duly established by law, owning roads which constitute a continuous line of railroad between Portland and Boston; and whereas, for the more prudent, convenient and efficient management of the business of said corporations and for the better accommodation of the public, as well as for the interests of said corporations, it is desirable to have said roads run, operated, controlled and managed as one, so far as may be practicable.

Now, therefore, the said parties, each in consideration of the contracts and agreements of the other and to effect said objects, have agreed to make and do hereby make between themselves a perpetual business contract, in the manner following, to wit:

First. The Portland, Saco & Portsmouth Railroad Company hereby grants irrevocably unto the Eastern Railroad Company full power, authority and liberty as the general agent of said Portland, Saco & Portsmouth Railroad Company to maintain, operate and employ exclusively the railroad of the Portland, Saco & Portsmouth Railroad Company in the State of Maine, and every part thereof, for the transportation of persons, property and mails, in as full and ample a manner to all intents and purposes as the said Portland, Saco & Portsmouth Railroad Company or its President and Directors for the time being might or could have done, pursuant to and by virtue of the charter of said Portland, Saco & Portsmouth Railroad Company and the laws of Maine, if this contract had not been made.

And for the purposes aforesaid, it is hereby granted and agreed by said Portland, Saco & Portsmouth Railroad Company to and with said Eastern Railroad Company, that said Eastern Railroad Company shall at all times, as agent as aforesaid, have the entire management of the railroad of said Portland, Saco & Portsmouth Railroad Company, and the full enjoyment thereof, and of all the lands now used or owned in connection therewith, and the privileges and appurtenances thereto belonging; all the depots, shops, buildings, bridges, tracks and fixtures on said road and lands and used for the purposes of said road; all the furniture, equipment, machinery, and fixtures of every kind, now used or provided for use in connection with said road, and all the engines, cars, tools, materials for repairs, iron, fuel, oil and stores, belonging to said Portland, Saco & Portsmouth Railroad Company, and for any use or purpose connected with the construction, maintenance, use or employment of said Portland, Saco & Portsmouth Railroad, being all the property of every nature and description, excepting records, books, papers, accounts and muniments of title, belonging to said Portland, Saco & Portsmouth Railroad Company, a schedule of the principal portion whereof is hereunto annexed, marked Schedule A.

And said Portland, Saco & Portsmouth Railroad Company hereby irrevocably grants

full power, authority and liberty to said Eastern Railroad Company, as its general agent, to use, employ, keep up and maintain all and singular the premises, to the full extent of all the powers, rights, immunities, liberties and franchises granted by the charter of the said Portland, Saco & Portsmouth Railroad Company and the Acts of the legislature of Maine, or that may be hereafter granted by the State of Maine, necessary for the most full, beneficial and complete exercise of such agency, always, nevertheless, conformably, and subject to all and singular the provisions of the charter of said Portland, Saco & Portsmouth Railroad Company and the laws of the State of Maine applicable thereto, and not otherwise.

Secondly. It is further agreed, in furtherance of the object and purposes of the parties hereto, that the said Eastern Railroad Company, as agent as aforesaid, shall be and is hereby authorized and empowered at any time during the existence of its agency under this contract, to sell, exchange, dispose of, alter, amend or repair any of the buildings, structures, rails, switches, ties, sleepers, cars, engines, apparatus and other movable property and things whatsoever, which now are or at any time during the continuance of the agency of said Eastern Railroad Company under this contract may be used or employed in, upon or about, or in connection with, or in the construction of the said Portland, Saco & Portsmouth Railroad, or which are or at any time during the continuance of this contract, may be appendant or appurtenant thereto, or had, held, used or enjoyed therewith; so, however, that in all cases there shall be substituted in the place of that which is sold, exchanged, disposed of, or altered something which is of the like kind and equally good or better for the like purposes, and not otherwise, without the consent of the Portland, Saco & Portsmouth Railroad Company.

Thirdly. The said Portland, Saco & Portsmouth Railroad Company agrees with the said Eastern Railroad Company, that it will, during the continuance of this contract, keep its said body corporate duly organized, and annually elect directors conformably to the charter of said Portland, Saco & Portsmouth Railroad Company and the laws of Maine, who shall elect a clerk, to reside in the State of Maine, a president of their Board, who shall also be president of the said corporation; and a treasurer of said corporation shall also be elected, who shall keep separate and distinct books and accounts of the said Portland, Saco & Portsmouth Railroad Company.

And the said Portland, Saco & Portsmouth Railroad Company further agrees with the said Eastern Railroad Company, that the said Portland, Saco & Portsmouth Railroad Company will not, nor shall its officers at any time, during the continuance of this contract, fail to comply in all things, or in any respect with its charter and the laws of the State of Maine, nor will it, nor shall they, do, or omit to do, or cause, or suffer to be done, any act, matter or thing, whereby its charter or franchise may be forfeited, repealed, annulled, or in any way impaired or lost during the continuance of this contract.

Fourthly. It is agreed between the parties hereto, that the said Eastern Railroad Company as agent, as aforesaid, shall at all times during the continuance of its agency and of this contract, maintain and keep the railroad of said Portland, Saco & Portsmouth Railroad Company, with all the privileges and appurtenances thereto belonging; all the depots, shops, buildings, bridges, and fixtures on said road, and lands connected with or belonging thereto, or in any way appertaining to said railroad and used for the purposes of said railroad; all the furniture, equipment, machinery and fixtures of every kind now used or provided for use in connection with said railroad, and all the engines, cars, tools, materials for repairs, iron, fuel, oil, and stores belonging to said Portland, Saco & Portsmouth Railroad Company, and for any use or purpose connected with the construction, maintenance, use or employment of said Portland, Saco & Portsmouth Railroad, being all the property of every nature and description belonging to said Portland, Saco & Portsmouth Railroad Company, embraced in or referred to in the schedule hereunto annexed, marked A, and such as may be substituted or added pursuant to this contract in their place, in good and substantial repair and condition; and so as to afford at all times during the continuance of this agency and contract, a safe, convenient, comfortable, regular and adequate transportation for passengers, property and mails; and will as such agent use and employ the same during the period aforesaid, for the

transportation of persons, property and mails which may be offered to be transported thereon, at such reasonable rates of fare or toll as are or may be established or demanded conformably to the charter of the said Portland, Saco & Portsmouth Railroad Company and the said Acts of the legislature of the State of Maine, and will, from time to time, as such agent, and in the name and to the use of the said Portland, Saco & Portsmouth Railroad Company make such enlargements, alterations, betterments and improvements in the said railroad and its appurtenances, and additions to its structures, lands, cars, engines, machinery and other things whatsoever as shall under the circumstances be expedient and best for the interest of all parties concerned therein, and sufficient for the transportation of persons, property and mails, and ample for the transaction of the business of transportation, as aforesaid, in accordance with the terms of the charter aforesaid and the Acts of the legislature of the State of Maine; and at the termination of the said agency and contract, when thereto required, will render up the property committed to its charge and all added thereto, or such as may be conformably to this contract substituted therefor in such order, condition and repair as by this contract it is agreed that the same shall be kept.

Fifthly. In the furtherance of the objects and purposes of the parties hereto, the said Eastern Railroad Company agrees with the said Portland, Saco & Portsmouth Railroad Company that the said Eastern Railroad Company will forthwith assume, and will pay, release or discharge all the debts, liabilities and obligations of every description of the said Portland, Saco & Portsmouth Railroad Company by reason of any matter or thing heretofore done, suffered or transacted by said Portland, Saco & Portsmouth Railroad Company, or which it may hereafter become liable and bound to pay, or do, by reason of any acts or omissions of the said Eastern Railroad Company as the agent of the said Portland, Saco & Portsmouth Railroad Company under this contract, and will at all times, save and keep the said Portland, Saco & Portsmouth Railroad Company harmless and indemnified from and against all claims, penalties and forfeitures, suits and demands for, or by reason of any of the said debts, obligations or liabilities, and all debts, obligations, liabilities, penalties and forfeitures arising from any of the acts or omissions of the said Eastern Railroad Company as agent, as aforesaid, or otherwise, so that the said Portland, Saco & Portsmouth Railroad Company shall not suffer any loss or injury thereby; and will obey all orders, judgments and decrees of any and all courts having jurisdiction in the premises, and save and keep the said Portland, Saco & Portsmouth Railroad Company, its property and franchise, from loss or injury thereby, and protected fully therefrom.

Sixthly. It is further agreed by the said Eastern Railroad Company with the said Portland, Saco & Portsmouth Railroad Company, that the said Eastern Railroad Company will, during the continuance of this agency and contract, pay, or cause to be paid semi-annually on the first day of July, and on the first day of January in each and every year, to the treasurer of the said Portland, Saco & Portsmouth Railroad Company for the time being, for the use of the stockholders of the said Portland, Saco & Portsmouth Railroad Company the sum of five dollars, in the currency of the United States, for the time being, for each and every existing share of the capital stock of the said Portland, Saco & Portsmouth Railroad Company, being fifteen thousand shares, the first payment to be made on the first day of July next; and no additional stock shall hereafter be issued without the express consent, in writing, of said Eastern Railroad Company.

Seventhly. The said Eastern Railroad Company agrees with the said Portland, Saco & Portsmouth Railroad Company that the said Eastern Railroad Company will, at their own proper charge, pay and defray all the expenses of such repairs, enlargements, amendments, alterations, additions, betterments and improvements, as may be made during the continuance of this agency and contract in or to the said railroad of said Portland, Saco & Portsmouth Railroad Company, or its structures, embankments, bridges, houses, shops, buildings, vehicles, cars, engines, machines, apparatus, appurtenances, appendages, tools, implements or other things whatsoever used or employed in connection therewith, or for the use thereof, or in the business aforesaid, pursuant to this contract; and will at their own proper charge, pay and defray all the expenses and charges of maintaining, using, and employing the said railroad of said

Portland, Saco & Portsmouth Railroad Company, during the continuance of this agency and contract, and the expenses and charges of all and singular the doings and transactions of the said Eastern Railroad Company as the agent of the said Portland, Saco & Portsmouth Railroad Company in the premises, and will save and keep the said Portland, Saco & Portsmouth Railroad Company harmless and indemnified from and against all claims, liabilities and demands on account of any of the matters aforesaid in this article mentioned or referred to; and will, in the agency created by this contract, during the continuance thereof, comply with all the provisions of the charter of the said Portland, Saco & Portsmouth Railroad Company and the Acts of the legislature of Maine consistent with said charter, and will carry on the business aforesaid, at all times subject thereto, and will save and keep the said Portland, Saco & Portsmouth Railroad Company, its President and Directors harmless and indemnified from and against all loss or damage consequent upon any infringement thereof or non-compliance therewith on the part of the said Eastern Railroad Company, either as agent, as aforesaid, or otherwise.

Eighthly. It is agreed by the said Eastern Railroad Company with the said Portland, Saco & Portsmouth Railroad Company that the said Eastern Railroad Company shall and will at all times, during the continuance of the said agency and contract, keep, and from time to time, and as often as required, render, or cause to be rendered, a full, true, and perfect account of the doings and transactions, payments and receipts of whatever name or nature done, transacted, made or received by the said Eastern Railroad Company, or its agents, or attorneys for it, in, for or about, or by reason of any of the matters in this contract mentioned, contained, or referred unto, whether the same be on account of, or relative to capital, construction or income, or however otherwise; and it is agreed that the several items shall be debited or credited, as the case may require, so that the whole earnings, income and expenses of the said Portland, Saco & Portsmouth Railroad Company from all sources may be shown fully and perfectly in detail thereby.

Ninthly. It is agreed by the parties hereto, that the said Eastern Railroad Company as a compensation for its guaranties and agreements to indemnify and save harmless the said Portland, Saco & Portsmouth Railroad Company, and for its services in the agency, as provided in this contract, and for making the payments herein in that behalf mentioned, shall receive, retain, and have, to the said Eastern Railroad Company's own use, the full amount of all the rents, profits, income, earnings and issues of the said railroad, and other property and things whatsoever, in the charge of the said Eastern Railroad Company during the existence of the aforesaid agency and this contract, with authority to collect, demand, sue for, and enforce all claims, rights and dues of said Portland, Saco & Portsmouth Railroad Company in its name, but to the use of the said Eastern Railroad Company during the continuance of this contract, subject always to the provisions of the charter of the said Portland, Saco & Portsmouth Railroad Company and the said Acts of the legislature of the State of Maine.

And it is further agreed that the said Eastern Railroad Company as a further compensation shall have the net income of the said Portland, Saco & Portsmouth Railroad Company which has accrued from and since the twentieth day of January now last past.

Tenthly. It is agreed by and between the parties hereto, that the said agency and contract herein provided for shall be terminated at the election of the said Portland, Saco & Portsmouth Railroad Company by the failure, neglect and omission of the said Eastern Railroad Company for and during the space of four months, to make the payments provided for and specified in the sixth article of this contract, and if such default shall continue for the period of six months, as therein stipulated, and on the happening of that event, the said Eastern Railroad Company shall thereupon surrender to the said Portland, Saco & Portsmouth Railroad Company the said railroad with all its appurtenances and all the property belonging thereto or connected therewith, or in any wise belonging to the said Portland, Saco & Portsmouth Railroad Company, and then being in charge of the said Eastern Railroad Company, with all the additions, improvements and betterments which may have been made by the said Eastern Railroad Company in or to the railroad and property aforesaid, and shall also pay to said Portland, Saco & Portsmouth Railroad Company such sum of money as shall be necessary and sufficient to put the railroad structures, tools, machinery and equipment, embankments, bridges,

road-bed, track and other property of the said Portland, Saco & Portsmouth Railroad Company in good and substantial order, condition and repair, and to make the same sufficient and adequate for the transaction of the business of transportation of persons, property and mails, according to the true intent and meaning of the stipulations and agreements of the said Eastern Railroad Company in this contract contained. Whether the said Eastern Railroad Company is guilty of such gross neglect or wanton abuse shall, at the request of either party, be at once submitted to the arbitration provided for in the eighteenth section of this contract, and the award on such submission shall be final and conclusive in the premises.

Eleventhly. The said Portland, Saco & Portsmouth, Railroad Company agrees with the said Eastern Railroad Company that the said Portland, Saco & Portsmouth Railroad Company will not intentionally do, or cause, or suffer to be done, any act, matter or thing during the said agency which may hinder, prevent, impede, obstruct, restrain, interfere or intermeddle with, or prejudice in any way, the said Eastern Railroad Company, in the full and free exercise and enjoyment of all the power, authority and liberty as agent herein and hereby granted; saving always, all such acts absolutely and indispensably necessary to be done by the said Portland, Saco & Portsmouth Railroad Company or its officers only, in compliance with its charter, in order to preserve the same, and give validity and effect to the doings of the said Eastern Railroad Company in the agency aforesaid, and will not revoke or annul the said agency or powers hereby given, except for the causes set forth and mentioned in the last preceding article of this contract, and will at all times during the said agency, furnish all such documents, proofs and evidences, and give all such powers as may be at any time necessary, or as may be deemed advisable, by counsel learned in the law, in prosecuting or in defending any claim, prosecution or suit, for, or against the said Portland, Saco & Portsmouth Railroad Company, so far as the same may be in the power of the said Portland, Saco & Portsmouth Railroad Company, and will give to the said Eastern Railroad Company all reasonable aid and assistance therein, and will cause to be made and duly executed, any bills of sale, transfers, deeds and writings whatsoever, and do and execute, any and every other act, matter or thing which may be necessary or expedient and proper, in the opinion of counsel learned in the law, to give validity to, or confirm any sales or sale, contracts or contract, transactions or transaction made, entered into or transacted, by the said Eastern Railroad Company as agent, as aforesaid, during the continuance thereof, and in pursuance of the contracts or agreements or grants herein contained.

Twelfthly. It is agreed between the parties that the directors for the time being, the treasurer and clerk of the Portland, Saco & Portsmouth Railroad Company and their immediate families, shall have a free passage at all times on and over the said Portland, Saco & Portsmouth Railroad and on and over the said Eastern Railroad, and that on the day of every meeting of the stockholders of the said Portland, Saco & Portsmouth Railroad Company, the said stockholders shall have a free passage over each of said railroads, to and from the place appointed for the holding of such meeting; and it is further agreed that the salary of the president, clerk and treasurer of the said Portland, Saco & Portsmouth Railroad Company and the necessary expenses of the directors of the said Portland, Saco & Portsmouth Railroad Company in attending meetings required for the transacting the business of said Portland, Saco & Portsmouth Railroad Company shall be a part of the current expenses of using, employing and operating the said Portland, Saco & Portsmouth Railroad, and shall be paid by the Eastern Railroad Company at its own proper cost and charge.

Thirteenthly. The said Portland, Saco & Portsmouth Railroad Company and Eastern Railroad Company hereby mutually agree and contract each with the other, that they will at all times during the existence of this contract, observe and perform all the provisions of this contract in all respects, according to the true intent and meaning thereof; that neither will do, nor as far as it can control the same, permit to be done any act or thing to prevent, delay or hinder the full execution of this contract, but will at all times do whatever it can to enable the same to be carried out, continued and executed as hereby intended.

Fourteenthly. The said Portland, Saco & Portsmouth Railroad Company, in furtherance of the objects of this contract, and to make more easy the performance of the stipulations and agreements on the part of the said Eastern Railroad Company to be performed, authorizes and empowers the said Eastern Railroad Company as the agent of said Portland, Saco & Portsmouth Railroad Company, and in its name, to hire on such period of time as may be most advantageous, not exceeding thirty years, such sum or sums of money, not exceeding at any one time five hundred thousand dollars in the aggregate, which shall be expended in improving, enlarging and repairing the railroad of said Portland, Saco & Portsmouth Railroad Company, its appliances and equipments, and for no other purpose, and which shall be disbursed and paid out for said purposes by the treasurer of said Portland, Saco & Portsmouth Railroad Company for the time being, upon production of satisfactory evidence that the expenditure has been truly and faithfully made, as aforesaid in this article; and that the said Portland, Saco & Portsmouth Railroad Company, for the purposes named in this article, will cause to be issued its notes or its bonds with suitable interest coupons, and in denominations according to the request of said Eastern Railroad Company but so as that the full amount of such notes and bonds outstanding at any one time shall not exceed the sum of five hundred thousand dollars.

Fifteenthly. And the said Eastern Railroad Company further agrees to pay at its own proper charge all such sums as may, from time to time, become due as interest upon any and all bonds or notes issued by said Portland, Saco & Portsmouth Railroad Company, in pursuance of the agreements contained in the last preceding article of this contract, and at the maturity of each and every such note or bond to pay the principal thereof, according to the tenor of such notes and bonds; and that it, said Eastern Railroad Company, whenever and as often as it pays any of such notes or bonds, or any of the interest coupons on the same, will, without unreasonable delay, deliver the same to the treasurer of said Portland, Saco & Portsmouth Railroad Company, to be cancelled and destroyed.

Sixteenthly. It is further provided and agreed by the said Eastern Railroad Company that during the continuance of its agency under this contract, it will as often as once in five years, and whenever required to do so by the Portland, Saco & Portsmouth Railroad Company, furnish to said Portland, Saco & Portsmouth Railroad Company a full and detailed schedule of the property of the said Portland, Saco & Portsmouth Railroad Company, in the care and custody of said Eastern Railroad Company as agent as aforesaid, and will point out and exhibit the same to the president and directors of said Portland, Saco & Portsmouth Railroad Company, or any inspectors appointed by them, for examination, and if said property is at any such periodical examination found to be unsuitable in quality or condition, or insufficient in quantity to comply with and conform to the stipulations, promises and agreements of said Eastern Railroad Company in relation to repairs, enlargements, additions and betterments in this contract expressed and set out, then that the said Eastern Railroad Company will on notice and demand, without unnecessary delay, make the same to comply with said stipulations, agreements and promises, and will execute and deliver to said Portland, Saco & Portsmouth Railroad Company conveyances necessary to vest the title of the same in said Portland, Saco & Portsmouth Railroad Company.

Seventeenthly. It is hereby further mutually contracted and agreed that if at any time this contract and agency shall be terminated for any cause, then the said Eastern Railroad Company shall have the right to demand and receive, and the Portland, Saco & Portsmouth Railroad Company shall be held and promises to pay the value of so much of any improvements and betterments made to the railroad and property aforesaid, by said Eastern Railroad Company as at the date of such termination of this contract, is not reasonably needed for the then existing business of said Portland, Saco & Portsmouth Railroad; and the said Eastern Railroad Company shall be repaid without interest all amounts paid by it on account of the now existing debts, liabilities and obligations, if any, of said Portland, Saco & Portsmouth Railroad Company which have not been reimbursed to said Eastern Railroad Company from the profits of

operating said road under this agency; provided nevertheless, that if at the time of such termination, the value of said Portland, Saco & Portsmouth Railroad Company shall have been, in the opinion of arbitrators selected as determined by the eighteenth section of this contract, for any cause diminished, then, and in that event, the said Portland, Saco & Portsmouth Railroad Company shall not be held to pay for any betterments or improvements, as provided in this section, to the extent of such diminution.

Eighteenthly. It is agreed by and between the parties hereto, that if any question and controversy, or dispute, should at any time arise between the parties as to the meaning and intent of this contract and agency, or any part thereof, or as to the nature or extent of the duties or obligations of the said parties, or either of them, under these presents, or as to whether and how far either has failed to comply with and perform such duties or obligations, or as to any other matter or thing arising from or growing out of the same, which shall not otherwise be amicably settled, the same shall be submitted in writing by the parties hereto, each party to be at liberty to put in a separate writing, and if either party shall neglect or refuse to submit the matter in writing, then the referees shall proceed upon the submission of the other party, and the submission shall be to the arbitration, determination and award of the president, for the time being, of the Boston & Albany Railroad Company, the president for the time being of the Boston & Providence Railroad Company, and the president for the time being of the Old Colony & Newport Railroad Company; and if any one of said presidents for the time being, shall decline, or be unable, from interest or other cause, to act as referee, either permanently while in office or for the occasion only, then to the arbitration, determination and award of the two remaining presidents, and such other fit person as they may, from time to time, as occasion may require, appoint for that purpose; and if any two of the said presidents, for the time being, shall decline or be unable from interest or other cause to act as referees, either permanently while in office, or for the occasion only, then to the award of the remaining president, and such fit person as he may, from time to time, as occasion may require, appoint, and such fit person as the same president, and the person thus by him appointed shall appoint for a third referee; and if all the said presidents for the time being shall decline, or be unable from interest or other cause to act as referees, then to the arbitration, determination and award of three fit persons, one to be appointed by each party in writing, and the third by the two thus appointed; and if either party decline, or neglect, or refuse on request in writing by the other party, to appoint a referee in any case for the purpose aforesaid, for the space of thirty days, then to the arbitration, determination and award of the person appointed by the other party, and such fit person as the person thus appointed shall appoint for the party thus declining, neglecting or refusing to appoint a referee, and such third person as shall be appointed to act as a third referee by the two thus appointed. And the referees in all cases, shall duly notify the parties of the time and place appointed for hearing them and receiving their evidences and proofs, and if either party refuse or neglect to appear, the referees shall proceed *ex parte* to hear and determine the matter submitted in writing, for their arbitration, determination and award; and the award of the referees, or of the majority of them, made in writing within ninety days from the submission, shall in all cases, if there shall be no just exception existing thereto, be final and binding on the parties, so far as it relates to the matters thus submitted; and the parties to these presents agree with each other, that they respectively will stand to, abide and perform, so far as anything is to be done by each party, every award which may be duly made according to the provisions contained in these presents, and that the same, if duly made, and there be no just exception thereto, as well as the declining or refusing to join in or make such submission as aforesaid, or any act done with a view to revoke the same, shall be a perpetual bar to any action, claim or demand founded upon any matter thus submitted in writing, except it be founded upon or according to, or in pursuance of, such award; and if in any case, any award shall be for any cause void, or be set aside, or vacated, the matter submitted shall be again submitted to arbitration, determination and award, in like manner as is herein before provided, and so on *toties quoties* until an award has been made, to which no just exception can be taken; and which, as well as a refusal or

neglect to join in, or make the submission in writing, or act, done with a view to revoke the same, shall have like effect as in the case already provided.

In witness whereof, the parties hereto respectively have caused these presents to be subscribed by their respective presidents, and countersigned by their respective treasurers, and their respective corporate seals to be hereunto affixed on the fourth day of May, in the year of our Lord one thousand eight hundred and seventy-one.

PORTLAND, SACO & PORTSMOUTH RAILROAD COMPANY,

BY ICHABOD GOODWIN, *President.*

[Witness execution on part of P., S. & P. R. R. CO.]

NATHAN WEBB.

W. H. Y. HACKETT.

EASTERN RAILROAD COMPANY,

BY GEORGE M. BROWNE, *President.*

[Witness to the execution by E. R. R. CO.]

J. K. FULLER.

W. H. WADLEIGH.

Countersigned by (Signed) ELIPHALET NOTT,

Treasurer Portland, Saco & Portsmouth Railroad Co.

Countersigned by (Signed) JOHN B. PARKER,

Treasurer Eastern Railroad Co.

[Portsmouth & Dover Railroad Company, to Eastern Railroad Company.]

LEASE.

THIS INDENTURE, made and concluded the first day of June, A. D. 1872, by and between the Portsmouth & Dover Railroad, a corporation existing under the laws of the State of New Hampshire of the one part, and the Eastern Railroad in New Hampshire, a corporation existing under the laws of said State of the second part,
WITNESSETH:

That, *whereas*, the said Portsmouth & Dover Railroad, by Act of the General Court of New Hampshire, approved July 7, 1866, are authorized and empowered to locate, build and maintain a railroad from any point on said Eastern Railroad in the city of Portsmouth, through the intermediate towns to any point on the Boston & Maine Railroad, or the Dover & Winnipiseogee Railroad in the city of Dover, and to enter upon and use either of said railroads, or any part of the same, paying therefor such rates of toll, and complying with such regulations as may be mutually agreed upon by said corporations, respectively, or as the said legislature may from time to time prescribe; and are likewise authorized to construct bridges, with suitable draws or passages across any navigable waters on said route, and in connection therewith, may, if they shall deem it expedient, erect and maintain a toll-bridge for the use of teams, carriages and passengers, and collect tolls therefor; and *whereas*, by Act of said General Court, approved July 6, 1867, the said Portsmouth & Dover Railroad may, before or after the completion of the said railroad, lease the same or any part thereof, to any railroad corporation whose road may connect with their road, on such terms and for such time as said roads may agree; all of which, with other things, is in said acts more fully set forth.

In consideration of the premises and of the covenants on the part of the party of the second part, herein contained, the said Portsmouth & Dover Railroad doth hereby lease and demise unto the said Eastern Railroad in New Hampshire, their said railroad above described, and every part thereof, as the same is or may hereafter be located and builded, with all the appurtenances thereof, with the entire right to use the same through the whole extent thereof, together with all the depots, buildings, structures and real estate belonging to said Portsmouth & Dover Railroad, or which may hereafter be acquired by the same, and all toll-bridges which shall be constructed on said route under such charter, to have and to hold the said demised premises, with all the rights, easements and appurtenances to the same belonging, to them, the said Eastern Railroad in New Hampshire, and their successors and assigns for and during the term of fifty years from and after the time when the Portsmouth & Dover Railroad shall be so far completed as to be fit for ordinary use as a railroad; and they, the said Eastern Railroad in New Hampshire, yielding and paying therefor as rent, a sum which shall be equal to three per cent. upon each share in the capital stock of said Portsmouth & Dover Railroad, payable to the stockholders individually, of said Portsmouth & Dover Railroad, in proportion to the shares holden by them, at the expiration of every six months during said term, and in addition thereto one-half of the net income or earnings of said Portsmouth & Dover Railroad, which shall accrue to or be received by said Eastern Railroad in New Hampshire, over and above said three per cent. semi-annually during the time aforesaid.

In calculating said net earnings or income, the receipts for passengers and merchandise transported on any part of said railroad, between Dover and Boston, and for mails, express business, and all other income received by the said Eastern Railroad in New Hampshire, from business coming or going over the whole or any part of both of said railroads, to which the use of the Portsmouth & Dover Railroad shall contribute, shall be credited to the several railroads *pro rata* per mile carried.

The Eastern Railroad in New Hampshire shall be at liberty to construct and complete all such buildings and other fixtures upon the demised premises as they shall find

necessary or convenient for the use of said demised premises, and may, from time to time, during said term, repair, renew or improve the track, buildings, fixtures and other property of said Portsmouth & Dover Railroad, and the reasonable cost of all such structures, repairs and improvements, including the cost of maintaining said Portsmouth & Dover Railroad, and all taxes that shall be assessed upon said demised property, or the said Portsmouth & Dover Railroad during said term, and the rents of all real estate, which it shall be found necessary or convenient to hire for the use and enjoyment of said Portsmouth & Dover Railroad during said term, and the reasonable cost of running said Portsmouth & Dover Railroad, including the hire, use and wear of all the engines, cars or other rolling-stock or machinery used thereon, the cost of fuel, salaries, wages and all other just expenses of running or operating the said Portsmouth & Dover Railroad, or conducting the business thereof, the cost of maintaining the said organization of said Portsmouth & Dover Railroad Corporation, all just claims for damages that may be sustained by any person or persons on or by reason of said Portsmouth & Dover Railroad, or for loss of damage to property that may be transported on said Portsmouth & Dover Railroad, or for which the party of the second part may be holden liable as common carriers thereon, the cost of all insurance, and generally all charges that may justly and reasonably be incurred by the said Eastern Railroad in New Hampshire, their successors or assigns, in conducting the business of or on said Portsmouth & Dover Railroad, and all proper interest expenses and incidental charges that may accrue on any loans necessary to the construction or completion, repairs or improvements of said Portsmouth & Dover Railroad, shall be deducted from the gross earnings of said Portsmouth & Dover Railroad, and the remainder shall be taken to be the net income thereof, for the purpose above set forth.

The capital stock of the Portsmouth & Dover Railroad shall be fixed with the approbation of the said Eastern Railroad in New Hampshire, at a sum equal, as near as practicable, to the actual cost and expenses of building the road up to the time when it shall be delivered into the hands of the Eastern Railroad in New Hampshire as aforesaid; and to meet further cost, enlargement and permanent improvement of the Portsmouth & Dover Railroad, additional stock may be created or issued with the consent of the directors of both railroads, but not otherwise.

And the said Portsmouth & Dover Railroad covenants with the said Eastern Railroad in New Hampshire, that the said Portsmouth & Dover Railroad will, without unnecessary delay, proceed to open subscription for stock, and will endeavor to cause the same to be filled to an amount sufficient to build their said railroad, and that they will, with the assessments to be laid upon said stock, proceed to construct and complete their railroad as above described, with the usual and necessary appurtenances in such manner, with such termini, and upon exact route as shall be agreed upon by the directors of both parties aforesaid, or as shall be fixed and determined by some agent or agents, to be mutually agreed upon and appointed by said directors, and will deliver the same to said Eastern Railroad in New Hampshire, or their assigns, as soon as the same shall be completed; that they will maintain the lawful organization of said Portsmouth & Dover Railroad, according to the laws of New Hampshire, during said term; and that the said Eastern Railroad in New Hampshire, their successors and assigns, may and shall have the peaceable and exclusive use and occupation of the said Portsmouth & Dover Railroad and property, with the fixtures and appurtenances to the same, for and during the full term of fifty years aforesaid, free from the interference of the said Portsmouth & Dover Railroad, and of all persons claiming by, from or under them, subject to such limitations and conditions, however, as are imposed by the laws of this State, and by the covenants herein contained. And the said Eastern Railroad in New Hampshire, for themselves and their successors, do covenant with the said Portsmouth & Dover Railroad, their successors and assigns, that they, the said Eastern Railroad in New Hampshire, will cause the said Portsmouth & Dover Railroad to be run and used during the said term according to the said charter and laws of this State, with due and reasonable regard to the convenience of the public, and especially of the cities of Portsmouth and Dover, with their own engines, cars and movable railroad stock, and their own servants and agents; that they, the said Eastern Railroad in New Hampshire, will, during the term aforesaid, pay all the costs, charges and expenses of running said Portsmouth

& Dover Railroad, and of managing the business thereof, and all taxes that may be assessed upon the same or the property thereof, and all rents which may become due for buildings or other property hired for or used in connection with said Portsmouth & Dover Railroad, the reasonable and necessary cost of maintaining the organization of said Portsmouth & Dover Railroad Corporation, all just claims for damages which may be sustained by any persons, or by reason of the use of said Portsmouth & Dover Railroad, or for loss or damage to property that may be transported on the same, all insurance and generally all such charges, expenses and damages as may be incurred in using, running and conducting the business of said Portsmouth & Dover Railroad, and all proper interest, expenses, and incidental charges that may accrue on any loans necessary to the construction, completion, repairs or improvement of said Portsmouth & Dover Railroad, and incurred with the consent of said Eastern Railroad; and that during all the term aforesaid, the said Eastern Railroad in New Hampshire will keep the said Portsmouth & Dover Railroad, and all the buildings, bridges and other structures thereof, in like good order and repair in which they shall receive the same; or in which the same shall, at the cost of said Portsmouth & Dover Railroad, be put; and that they will pay, semi-annually, directly to the stockholders of said Portsmouth & Dover Railroad, individually, the rent aforesaid; to wit, three dollars on each share of the capital stock that has been or may be created as aforesaid, and one-half of the net earnings of the said Portsmouth & Dover Railroad, over and above said three dollars per share, to be determined as is above described, and that at the expiration of said term of fifty years, they will peaceably yield up and surrender to the said Portsmouth & Dover Railroad, their successors and assigns, all the said demised premises, with all the additions, enlargements and permanent improvements thereof, which may be made during said term, in the same good condition in which the same shall be received of the said Portsmouth & Dover Railroad, or shall be put into as aforesaid.

It is mutually agreed that the said Portsmouth & Dover Railroad shall be constructed as aforesaid, under the direction of agents to be mutually agreed upon by the parties; that the said Eastern Railroad, their successors and assigns, shall have the exclusive possession, control and management of said Portsmouth & Dover Railroad, and the appurtenances, during the term aforesaid, subject to the laws of the State, and to the limitations above expressed, and the irrevocable right and authority to maintain and defend all suits at law or in equity, and all other proper legal proceedings in the name of said Portsmouth & Dover Railroad, but to their own use and at their own expense, and to use the name of said Portsmouth & Dover Railroad in all cases needful for the purpose of obtaining, holding and quietly enjoying the demised premises, and for any purpose consistent with the true meaning and intent of this indenture.

In witness whereof, the said Portsmouth & Dover Railroad have caused this instrument, and one other of like tenor, to be sealed with its common seal and signed by its President, Directors and Treasurer, and the said Eastern Railroad in New Hampshire has caused the same instrument to be sealed with its common seal and signed by its President and Treasurer, the day and year before written.

[SEAL.]

FRANK JONES,

President of Portsmouth & Dover Railroad.

DANIEL MARCY,
ALBERT R. HATCH,
JOHN H. BAILEY,
ANDREW H. YOUNG,
OLIVER WYATT,
AMOS D. PURINTON,

Directors of Portsmouth & Dover Railroad.

GEORGE L. TREADWELL, *Treasurer.*

In presence of J. S. H. FRINK.
JOHN A. VARNEY.

[SEAL.]

EASTERN RAILROAD IN NEW HAMPSHIRE.

By B. T. REED, *President.*

Countersigned by JOHN A. PARKER, *Treasurer.*

[Boston, Clinton & Fitchburg Railroad Company and Mansfield & Framingham Railroad Company.]

AGREEMENT FOR CONSOLIDATION.

Whereas, The Boston, Clinton & Fitchburg Railroad Company and the Mansfield & Framingham Railroad Company, corporations established by the laws of the Commonwealth of Massachusetts, were authorized by chapter ninety of the Acts of the year 1870 to unite and form one corporation upon such terms and conditions as might be mutually agreed upon: and *whereas*, it is believed that the welfare of both of said corporations and the public interests would be subserved by such union:

Now, therefore, It is hereby mutually agreed by and between said companies, that on the first day of June, A. D. 1875, said companies shall be united and consolidated, and shall thereafter form one corporation, known as and called the Boston, Clinton & Fitchburg Railroad Company; and on and after the first day of June next, each holder of stock in either of said companies shall be and become a stockholder of the same number of shares of said consolidated company; and each stockholder of said Mansfield & Framingham Railroad Company may at any time surrender his certificate of stock, and the same shall then be cancelled, and he shall receive a certificate of the same number of shares in said consolidated company, said shares so received to be known and called Agricultural Branch Railroad Company stock, and to be entitled to the same rights and privileges as the unpreferred or common stock of Boston, Clinton & Fitchburg Railroad Company, now existing, known as and called Agricultural Branch Railroad Company stock; and on and after said first day of June, no certificate of Mansfield & Framingham Railroad stock shall be issued, but upon any transfer of said stock, the person entitled to receive the same shall receive a certificate of said Agricultural Branch Railroad Company stock; and each and every share of the stock of either of said existing companies, shall, on and after the said first day of June, be and become to all intents and purposes stock of said consolidated company. And it is hereby further provided that any holder of said Mansfield & Framingham Railroad stock, in lieu of the surrender and exchange above provided, and any holder of Agricultural Branch Railroad Company stock, now issued or hereafter to be issued, as aforesaid, may, at any time before the first day of January next, surrender said stock, and upon payment to said Boston, Clinton & Fitchburg Railroad Company of the sum of forty dollars for each and every share so surrendered, with interest thereon at the rate of six per cent. per annum from and after the first day of July next upon all sums paid after said first day of July till the time of such exchange and payment, shall be entitled to receive in exchange therefor, a certificate of the same number of shares of the stock of said consolidated company, called Boston, Clinton & Fitchburg Railroad Company stock, and to be entitled to the same dividends, rights and privileges as the preferred stock of said Boston, Clinton & Fitchburg Railroad Company, now existing, known and called the stock of the Boston, Clinton & Fitchburg Railroad Company, which preferred stock, now existing, shall retain all the rights and privileges to which it is now entitled.

Said consolidated company shall, on and after said first day of June, by virtue of this agreement and the act of union, have, hold, possess and enjoy all the powers, privileges, rights, franchises, real and personal property, claims, demands and estates, which, on said first day of June, may be held and enjoyed by either of the said existing companies, and be subject to all the duties, obligations, debts and liabilities to which at the time of such union either is subject. After said union, the by-laws of the Boston, Clinton & Fitchburg Railroad Company, as now existing, shall be binding upon and become the by-laws of the consolidated corporation until changed by the action of said consolidated corporation, according to the provisions of said by-laws; excepting that until the time

of the next annual meeting of the Boston, Clinton & Fitchburg Railroad Company, as fixed by said by-laws, the directors of both of said companies shall be united and constitute the directors of said consolidated corporation: but the president, treasurer and clerk, and all the other officers of the existing Boston, Clinton & Fitchburg Railroad Company, shall be, and constitute, the officers of the consolidated corporation, until new officers are chosen according to the provisions of said by-laws. After said first day of June, each of said existing railroad companies shall continue only for the purpose of perfecting said union, and doing any and all such acts and things, if any, as may be necessary therefor, and shall execute all such transfers, assignments and conveyances as the consolidated corporation may deem necessary or expedient to vest in itself any property, estates, contracts, rights or claims, if any there may be, which do not vest in it by virtue and authority of these articles, and the Act of the legislature above named.

In witness whereof the said Boston, Clinton & Fitchburg Railroad Company, by Lyman Nichols, William J. Rotch and Solomon H. Howe, a committee duly appointed by the stockholders of said Boston, Clinton & Fitchburg Railroad Company, at a meeting called for that purpose, and the said Mansfield and Framingham Railroad Company, by George A. Torrey, Andrew G. Pierce and Henry N. Bigelow, duly authorized by the stockholders of the Mansfield and Framingham Railroad Company, at a meeting duly called for that purpose, have hereto affixed the corporate names and seals of said corporations, and in token thereof, the members of each of said committees have signed their names this thirty-first day of May, A. D. 1875.

BOSTON, CLINTON & FITCHBURG RAILROAD COMPANY. [SEAL.]

By LYMAN NICHOLS.

WM. J. ROTCH.

SOLOMON H. HOWE.

Witnesses: L. NICHOLS, Jr.

H. A. BLOOD.

E. D. HEWINS.

MANSFIELD & FRAMINGHAM RAILROAD COMPANY. [SEAL.]

By GEO. A. TORREY.

AND'W G. PIERCE.

H. N. BIGELOW.

Witnesses: E. D. HEWINS.

H. A. BLOOD.

E. D. HEWINS.

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